Hong Kong Daily Press.

ESTABLISHED 1857.

No. 10,743 號三十四百七拾萬一第 日二十月六年八十緒光 HONGKONG, TUESDAY, JULY 5TH, 189 二拜禮 第五月七英港香 PRICE $2½ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, (on account and risk of the concerned), TO-MORROW (WEDNESDAY), the 6th JULY, 1892, at NOON, at Messrs. JARDINE, MATHESON & Co.'s KEROSINE GODOWNS, WANCHAI. Ex *City of Belfast*, About 8,600 cases "STAR and CRESCENT" brand KEROSINE OIL. All more or less damaged by sea water.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th July, 1892. [1458

W. POWELL & CO.

Ex S.S. "GANGES."

A SPLENDID ASSORTMENT OF FASHIONABLE FRENCH DRESS NETS.

BOBBIN, CROCHET, GUIPURE, HAMBURG, GOBELIN, MAURESQUE, CHANTILLY, and all the new Specialities in White, Cream, and Black. All Colours and Sizes in LADIES' SILK GLOVES.

W. POWELL & Co.

Hongkong, 5th July, 1892. [a22

FOR SHANGHAI.

THE Steamship "MATHILDE," Captain P. Moes, will be despatched for the above Port TO-MORROW, the 6th inst., at 4 P.M. For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, 5th July, 1892. [1459

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer "MONGKUT," Captain H. Deans, will be despatched for the above Ports on FRIDAY, the 8th inst., at 10 A.M. For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 5th July, 1892. [1460

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship "KINTUCK" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON on the 8th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th inst. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 4th July, 1892. [1457

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given, That an EXTRAORDINARY GENERAL MEETING of the PUNJOM AND SUNGHIE DUA SUMANTAN MINING COMPANY, LIMITED, will be held at the OFFICES of the COMPANY, CONNAUGHT HOUSE, Queen's Road, Hongkong, at Noon, THIS DAY (TUESDAY), the 5th JULY, 1892, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 20th June, 1892, will be submitted for confirmation as Special Resolutions:—

1.—That it is desirable to reconstruct the Company, and accordingly that the Company be Wound Up voluntarily, and that A. O'D. Gourdin, Esq., be and he is hereby appointed Liquidator for the purpose of such Winding Up.

2.—That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company to be named the PUNJOM MINING COMPANY, LIMITED, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

3.—That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidator of the one part, and the Punjom Mining Company, Limited, of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to the provisions of Section 149 of the Companies Ordinance, 1865, to enter into an Agreement with such new Company when incorporated in the terms of the said draft and to carry the same into effect with such (if any) modifications as the Liquidator may think expedient.

By Order of the Board, A. O'D. GOURDIN, Secretary.

Hongkong, 5th July, 1892. [1361

NOTICE.

PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in at once for TRANSFER.

A Circular will be sent to each Shareholder, in reference to the reconstruction of the Company.

A. O'D. GOURDIN, Secretary.

Hongkong, 25th May, 1892. [1180

FOR SALE.

FISCHER AND SOHN'S CLARETS.

CHAT. LALAGUNE	$22.00
CHAT. BARTON LONGOA	$17.50
CHAT. ROMEFORT	$13.00
CHAT. PALMER	$13.00
CHAT. BRILLETTE MOULIS	$10.00
CHAT. LAGRANGE	$10.00
PAUILLAC MONDON (very good Table Claret)	$ 6.00

All Prices per case of 1 dozen quarts.

MELCHERS & CO., Agents.

Hongkong, 21st June, 1892. [a1358

AMUSEMENT.

THEATRE ROYAL

HARRY STANLEY'S COMIC OPERA AND BURLESQUE COMPANY.

Under the distinguished Patronage and in the Presence of His Excellency the Governor, Sir WILLIAM ROBINSON, K.C.M.G.

TO-NIGHT (TUESDAY), JULY 5th, will be produced THE BEAUTIFUL 3 ACTS BURLESQUE "LALLA ROOKH," Introducing the Beautiful SHADOW DANCE by Miss TRIGGE. Miss TILLY LAKE in her CHARMING DANCES.

TO-MORROW (WEDNESDAY), The whole of the Company will appear in their GRAND VARIETIES, acknowledged by the Press to be one of the BEST ENTERTAINMENTS in the East. Miss TILLY LAKE in her celebrated WING-ING DANCE, Miss TRIGGE in NEW DANCE.

THURSDAY, the Beautiful Opera in 3 Acts "MADAME ANGOT."

FRIDAY, Grand Fashionable Night, "LES CLOCHES DE CORNEVILLE" with the MAYPOLE DANCE and BALLY of the CIDER DANCE.

A GREAT BILL FOR SATURDAY. THE GREAT IRISH DRAMA OF THE "COLLEEN BAWN."

Mr. H. STANLEY in his great Impersonation of MYLES-NA-COPPALEEN, with SONGS and JIG.

Box Plan now open at Messrs. KELLY & WALSH.

Grand PIANO supplied by Messrs. MOUTRIE, ROBINSON & Co.

T. EMPSON, Manager.

Hongkong, 4th July, 1892. [1453

MANY a Man lives up to his Income, knowing well that if Death should cut him off suddenly his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

STANDARD POLICIES:

WHAT PROVISION TO MAKE?

EXAMPLES OF THE COST by eight different Methods of an Assurance of £500—Premium payable in Quarterly instalments.

Age next Birthday.	£500. Payable at Death. Premium payable FOR WHOLE OF LIFE.	£500. Payable at Death Premium limited to 20 years (secured payments).	£500. Payable at Death Premium limited to 15 years (secured payments).	£500. Payable at Death Premium limited to 10 years (secured payments).
	(1)	(2)	(3)	(4)
20	£2 16 5	£4 2 5	£4 16 11	£6 9 7
25	3 2 1	4 8 9	5 4 2	6 19 1
30	3 9 0	4 15 9	5 12 3	7 9 5
35	3 17 4	5 3 6	6 1 2	8 0 10
40	4 7 6	5 12 6	6 11 1	8 8 6
45	5 4 1	6 5 4	7 3 4	9 7 9
50	6 5 4	7 3 4	8 1 5	10 4 7

Age next Birthday.	£500. Payable at Age 60 or at Death if previous (secured payments).	£500. Payable at Age 55 or at Death if previous (secured payments).	£500. Payable at Age 60 or at Death if previous (secured payments).	£500. Payable at Age 65 or at Death if previous (secured payments).
	(5)	(6)	(7)	(8)
20	£3 6 6	£3 13 9	£4 4 5	£5 1 7
25	3 16 8	4 7 1	5 2 8	6 8 4
30	4 10 2	5 5 7	6 10 0	8 12 11
35	5 8 2	6 12 5	8 14 7	13 8 1
40	6 15 8	8 17 10	13 10 4	.....
45	9 2 3	13 16 3	.....	.....
50	14 3 4	.....	.....	.....

These Rates are reduced during residence in Europe, the United States, and Japan.

Forms of Proposal, Prospectuses and every information may be obtained on application to DODWELL, CARLILL & CO., Agents, Hongkong, Or to any of the Agencies which have been established in CHINA and JAPAN. [a1407

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the undersigned AGENTS for their COAL (AKAIKE and DAIJEO) in HONGKONG, they are prepared to Supply Coal, ex Ship, ex Godown, or trimmed in Bunkers, at prices to be had on application. Copies of Reports and Analysis to be seen in the Offices of the undersigned.

WENYON & ROBINSON. CHEE ON & CO., Agents.

Hongkong, 15th June, 1892. [1315

SELAMA TIN MINING COMPANY, LIMITED.

HOLDERS of SCRIP and UNREGISTERED TRANSFERS of SHARES in the above Company are requested to send the same to the undersigned at once for Registration, so as to facilitate the proposed Reconstruction.

By Order, W. HUTTON POTTS, Secretary.

Hongkong, 29th June, 1892. [1416

NEW ORIENTAL BANK CORPORATION, LIMITED.

SHAREHOLDERS of this BANK (holding either Gold or Silver Warrants) who are willing to Assist the Scheme of Reconstruction by subscribing to the proposed NEW ISSUE of CAPITAL, are invited to communicate without delay to the Undersigned, signifying the number of Shares they are prepared to take in the event of the scheme being successfully carried out.

E. W. RUTTER, Manager.

Hongkong, 27th June, 1892. [1398

THE RAUB AUSTRALIAN SYNDICATE, LIMITED.

NOTICE is hereby given, That a FIFTH CALL of Two Pence per Share has been made, payable on or before the 9th day of JULY, 1892, at the Company's Registered Office, 128, Queen Street, Brisbane, "in sterling," or at the Company's Branch Office, 3a, Raffles Place, Singapore, at the equivalent of 5⅓ cents per Share "Singapore currency."

Shareholders are requested to note that Share Certificates must be produced when paying Calls, in order that such payment may be endorsed thereon.

By Order of the Directors, G. A. DERRICK, Local Secretary.

Singapore, 16th June, 1892. [1331

THE RAUB AUSTRALIAN SYNDICATE, LIMITED.

NOTICE is hereby given, That by a Resolution passed by the Directors of the above Company at Head Office, Brisbane, on 14th June, 1892, all SHARES of the Company in respect of which Calls were on that date in arrear are ABSOLUTELY FORFEITED.

By Order of the Directors, G. A. DERRICK, Local Secretary.

Singapore, 16th June, 1892. [1332

INTIMATIONS

NOTICE.

THE Undersigned have been appointed Sole Agents for Hongkong and China for the KINNEY BROS. New York branch of the AMERICAN TOBACCO (TRUST) COMPANY'S well-known brands of "SWEET CAPORAL," "STRAIGHT CUT," "FULL DRESS," &c., &c., CIGARETTES and TOBACCOS.

ARNHOLD, KARBERG & Co.

Hongkong, 18th July, 1891. [1715

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS £25,915,080
New Business for 1891 exceeds £30,000,000
Heavy Reduction in Rates.
New Plan Life Policies on European Lives in China

BIRLEY, DALRYMPLE & Co.,} Agents in
ARNHOLD, KARBERG & Co.,} Hongkong.

Hongkong, 24th March, 1892. [a282

LANE, CRAWFORD & CO.

WINE MERCHANTS, &c.

SACCONE'S SHERRIES.
L. C. & Co.'s CELEBRATED "RED SEAL" PORT.
ADET SEWARD & Co.'s BORDEAUX CLARETS.
LIGHT BREAKFAST CLARETS.
HAUT SAUTERNE, HOCKS, BURGUNDIES.
CALIFORNIAN RED AND WHITE WINES (highly recommended).
BRANDIES:—HENNESSY, EXSHAW, COURVOISIER'S.
WHISKIES:—HENRY THOMSON & Co.'s IRISH, "STONEWALL" a Choice OLD BOURBON, CARLTON CLUB, NAPIER JOHNSTONE'S and L. C. & Co.'s TEACHER'S "HIGHLAND CREAM."
GIN:—PLYMOUTH, OLD TOM, VAN HOBOKEN'S, UNSWEETENED.
RUM, BITTERS, LIQUEURS, VERMOUTHS, CHERRY BRANDY.

AYALA & CO.'S DRY CHAMPAGNE.

LEMON & ORANGE SYRUP, FORTIFIED LIME JUICE.
JAPAN BREWERY CO.'S SPARKLING CHAMPAGNE LAGER BEER, BASS'S BOTTLED BEER, GUINNESS'S BOTTLED STOUT.

ASSORTED FRUIT SYRUPS.

LANE, CRAWFORD & CO.,

Hongkong, 21st June, 1892. [a20

FINE CLARETS.

MOUTON ROTHSCHILD, ...1875 Vintage.
CH. LAFITE, ...1875 Vintage.
COS. D'ESTOURNEL, ...1878 Vintage.
CH. LAFITE, ...1887 Vintage.
MOUTON D'ARMAILHACQ, ..1887 Vintage.

ESTD. 1862.

CALDBECK, MACGREGOR & CO., Wine and Spirit Merchants, 13, Queen's Road.

25a

NEW NOVEL BY A POPULAR WRITER.

We have arranged to publish a new work of Fiction entitled "A SECRET QUEST," A Story of Incident, Mystery and Romance, BY GEORGE MANVILLE FENN, THE AUTHOR OF "THE PARSON O' DUMFORD," "THE DARK HOUSE," "MASTER OF THE CEREMONIES," "A GOLDEN DREAM," "BLACK BLOOD," "A MINT OF MONEY," &c.

Publication will commence ON SATURDAY, 16TH JULY.

The Story will be printed in our Columns by special arrangement with the author. [1454

I SIGNY BUTTER IN BOTTLES. EXTRA FINE QUALITY. BESSEDE OLIVE OIL. EXTRA SUPERFINE VIRGIN CLARIFIED. Rewarded with 80 Gold and Silver Medals. Apply to G. GIRAULT, Sole Agent.

2139

PORTLAND CEMENT.

J. B. WHITE & BROS. SOLE AGENTS FOR CHINA, HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [1324

CUTLER, PALMER & CO.,

Shippers to CHINA for over half a Century. Established in EUROPE in 1815.

This ancient House consign to us the well-known

4 STARS COGNAC, superb quality. Price $15.75 per 1 dozen quarts.

The 3 STARS COGNAC, about 3 years younger. Price $14.50 per 1 dozen quarts.

The 2 STARS COGNAC, equal to Hennessy's, Price $11.75 per 1 dozen quarts.

"PALL MALL" WHISKY, very old and high class. Each bottle contains an analyst's certificate. The Whisky is simply grand. Price $14.00 per 1 dozen quarts.

HEART BOTTLE SCOTCH WHISKY, moderate in price, excellent in quality, a great favourite, Price $10.25 per 1 dozen quarts.

INVALIDS' PORT, Analysed and Certificated by Professor Cassall. Price $14.00 per 1 dozen quarts.

SHERRIES, AMOROSO, Price $14.00 per 1 dozen quarts. LA TORRE, Price $11.50 per 1 dozen quarts. Pure and natural wine, a tonic. WHITE SEAL SHERRY—Popular at the Club, dry, clear, and of good flavour. Price $14.00 per 1 dozen quarts.

CLARETS in Qts. and Pts. MOUTON, Price $19.25 per 1 dozen quarts. LAROSE, Price $11.25 per 1 dozen quarts. MARGAUX-MEDOC, Price $6.25 per 1 dozen quarts.

LIQUEUR, BENEDICTINE, D.O.M., Price $26 per 1 dozen quarts.

CUTLER, PALMER & Co.

Agents—SIEMSSEN & Co., HONGKONG.

281

CUTLER, PALMER & Co. WINE & SPIRIT MERCHANTS. Established London and Bordeaux in 1815. Shippers over half a century. Apply to G. C. ANDERSON, of Messrs. JARDINE, MATHESON & Co., Hongkong.

W. BREWER

Has just received
Brassey's Naval Annual, 1892.
Salon Pictures, 1892.
Academy Pictures, 1892.
New French Books.
Handsome Portuguese Missals in Mother-of-Pearl binding.
Large variety of Portuguese Books.
Busy Man's Handbook.
Cook and Bennett on Billiards.
Madame Chrysanthème.
Large Collection of Small Oval Pictures specially suitable for Ships' Cabins.
New Selection French Etchings for framing.
Bombay 1885-1890.
Woman through a Man's Eye-Glass.
Webster's Unabridged Dictionary, new ed.
New Photographs of Fashion Beauties.
New Foldings and Single Photo Frames.
Sweet Caporal and Straight Cut Cigarettes.

WALTER W. BREWER, 19 UNDER HONGKONG HOTEL.

MOUTRIE, ROBINSON & CO.

PIANOS, ORGANS, HARMONIUMS, BABY ORGANS.

VIOLINS, BANJOS, GUITARS, MANDOLINES.

BRASS INSTRUMENTS, CLARIONETTES, OBOES, TRUMPETS, BUGLES.

INSTRUMENTS OF EVERY KIND. SHEET MUSIC and FOLIOS of every description.

MOUTRIE, ROBINSON & CO., (Under Hongkong Hotel), Hongkong.

Hongkong, 19th March, 1892. [a24

KELLY & WALSH, LIMITED.

Lord Randolph Churchill's Travels in South Africa.
Cassell's Royal Academy Pictures.
Pall Mall Budget Academy Pictures.
Blackburn's Academy Notes.
Blackburn's Paris Salon.
Blackburn's New Gallery Pictures.
RUDYARD KIPLING'S BOOKS, 40 CENTS EACH.
Soldiers Three.
Story of the Gadsys.
In Black and White.
Wee Willie Winkie.
The Phantom Rickshaw.
Under the Deodars.
The City of Dreadful Night.
Cavendish on Picquet.
The Pearl English Dictionary:—A tiny but complete and legibly printed book, fits in the waistcoat pocket, and weighs under 2 oz.
W. G. Grace on Cricket. Published This Day. Price $5
THE MERCHANT'S AND SHIPOWNER'S READY CALCULATOR of freight on goods to all parts of the World, comprising an accurate set of tables, exhibiting at one view the TOTAL FREIGHT ON MEASUREMENT CARGO carried at various rates either in Dollars or Sterling, by LIONEL C. BARFF.

KELLY & WALSH, LD., HONGKONG. [18

DR. KNORR'S LION BRAND ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations! [2772

INTIMATION

THE STANDARD

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE STANDARD has a long record of good services to refer to; its Funds annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.

1014—6a

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE from the BATTERIES will take place as under, between the hours of 8 A.M. and 1 P.M.:—

4th to 9th July,—From BELCHER'S POINT in Northerly and Westerly directions.
From STONE CUTTERS' ISLAND in Westerly and South-Westerly directions.
11th to 16th July,—From LYEMUN in Easterly and South-Easterly directions.

All Ships, Junks, and other Vessels are cautioned to keep clear of the ranges.

The inhabitants of the houses near BELCHER'S are warned to keep their glass windows open during the practice, and all people working in the vicinity of BELCHER'S BATTERY are also warned to keep clear of that part which will be indicated by Gunners placed on sentry for the purpose.

By Command, G. T. M. O'BRIEN, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 28th June, 1892. [1449

NOTICE.

TAK KEE & CO. have purchased Steam Launches "KAM CHOW," "KAM SHUN," "KAM LING," "KAM ON," and "KAM KAI" on the 26th May, 1892.

They are NOT RESPONSIBLE for any DEBT contracted on account of the above Launches before that date.

No Debts or Accounts will be recognized hereafter unless signed by the undersigned. CHOW YUNG SHING, Manager.

Hongkong, 13th June, 1892. [1287

TAK KEE & CO., PRAYA CENTRAL NEXT TO "HANKOW" WHARF.

SCALE OF CHARGES FOR STEAM LAUNCHES.

"KAM CHOW" and "KAM SHUN."		
1st Hour,	2nd Hour,	3rd Hour, &c.
$3.	$2.	$1.
"KAM LING," "KAM ON," and "KAM KAI."		
1st Hour,	2nd Hour, &c.	
$3.	$2.	

Apply on Wharf opposite to Wing Kut Street.

Hongkong, 13th June, 1892. [1288

CHAMPAGNE! CHAMPAGNE!!

Eugène Clicquot Dry } $20 per case 1 doz. qts.
" Extra Dry } $21 per case 2 doz. pts.
Moët et Chandon ..... { $22 per case 1 doz. qts. $23 per case 2 doz. pts.

E. RICCO & CIE., 66, Queen's Road.

2768

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-DAY (TUESDAY), the 5th JULY, 1892, at 2.30 P.M., at his SALES ROOMS, QUEEN'S ROAD, SUNDRY HOUSEHOLD FURNITURE, ETC., Comprising:—

TAPESTRY COVERED DRAWING-ROOM SUITE.
MARBLE-TOP CENTRE and SIDE TABLES.
CHEFFONIER, CHIMNEY GLASSES PICTURES, CARPETS, and RUGS; GASALIERS.
DINING TABLE, SIDEBOARD with Glass Back, DINNER WAGGONS; CROCKERY, GLASS, and PLATED WARE.
English made WRITING TABLES, and GLASS BOOK CASE.
DOUBLE and SINGLE IRON BEDSTEADS, DOUBLE and SINGLE WARDROBES with Glass Doors, CHEST of DRAWERS, BUREAU with Glass, and MARBLE-TOP WASHSTAND.
1 COTTAGE PIANO.
2 MUSICAL BOXES.
1 JAPANESE BATH TUB.
1 BICYCLE.
1 JINRICKSHA.
&c., &c., &c.

TERMS OF SALE—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 2nd July, 1892. [1448

PUBLIC AUCTION OF VALUABLE PICTURES.

SECOND CLEARANCE SALE.

THE Undersigned has received instructions from the HONGKONG TRADING COMPANY, LIMITED, to Sell by PUBLIC AUCTION, ON THURSDAY, the 7th JULY, 1892, Commencing at 2.30 P.M., at the SALES ROOMS of Undersigned, DUDDELL STREET, A FINE SELECTION OF VALUABLE PICTURES, Comprising:—

OIL PAINTINGS in different GENRES, ENGRAVINGS, McQUEEN'S CELEBRATED SPORTING PLATES, &c., &c., &c.

Catalogues will be issued previous to the Sale, and the above will be on view on Wednesday next.

TERMS OF SALE—As customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 1st July, 1892 [1443

BY ORDER OF THE MORTGAGEES.

EYTON & PRATT have received instructions from the Mortgagees, to Sell by PUBLIC AUCTION, (if not previously disposed of by Private Sale), ON FRIDAY, JULY 15th, 1892, at 10 A.M., at the Premises, No. 37, WATER STREET, as a Going Concern, THE PLANT, STOCK-IN-TRADE, AND GOODWILL OF THE LIVERY STABLE BUSINESS, known as COBB & CO.,

Together with the LOT of GROUND, No. 37, SETTLEMENT, YOKOHAMA, and the Buildings and improvements thereon, including the SPACIOUS STORE at present occupied by Messrs. SHODA & CO.

ALSO, SUNDRY OFFICE AND HOUSEHOLD FURNITURE.

For Inventory and further Particulars, apply to the Auctioneers.

Yokohama, June 10th, 1892. [1360

INTIMATIONS.

DAKIN, CRUICKSHANK & CO., LIMITED.

DISPENSING CHEMISTS, WHOLESALE AND MANUFACTURING CHEMISTS AND DRUGGISTS, AERATED WATER MANUFACTURERS, WINE AND SPIRIT MERCHANTS, &c., &c., &c.

We have the pleasure to announce that the Company, formed and registered in Hongkong, has TAKEN OVER THE BUSINESSES hitherto carried on here and elsewhere by Messrs. DAKIN BROTHERS OF CHINA, LIMITED, and Messrs. CRUICKSHANK & Co., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG. [a21

JUST PUBLISHED!

THE TEXTS OF TAOISM, TRANSLATED BY JAMES LEGGE.

CONTENTS OF PART I. THE TAO TEH KING. THE WRITINGS OF KWANG-SZE. (Books I.—XVII.)

PART II. THE WRITINGS OF KWANG-SZE. (Books XVIII.—XXXIII.) THE THAI-SHANG TRACTATE OF ACTIONS AND THEIR RETRIBUTIONS. (Appendices I.—VIII.)

PRICE PER COMPLETE WORK (2 vols.), $8.

LANE, CRAWFORD & CO.

Hongkong, 1st July, 1892. [1433

R. J. REMEDIOS, FOREIGN & COLONIAL STAMP DEALER, 7, CHANCERY LANE, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. Liberal Discount Allowed. [1219

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION. Sole Agents for it—

LANE, CRAWFORD & Co., Hongkong.

28

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 6,300,000
RESERVE LIABILITY OF PROPRIETORS ... $10,000,000

COURT OF DIRECTORS:—
T. E. DAVIES, Esq.—Chairman.
H. HOPPIUS, Esq.—Deputy Chairman.
James J. Bell-Irving, Esq. | A. McConachie, Esq.
C. J. Holliday, Esq. | J. S. Moses, Esq.
Carl Jantzen, Esq. | D. R. Sassoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.
MANAGERS:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance up to $200,000.
On Fixed Deposit:—
For 6 months, 3½ per Cent. per Annum
For 12 months, 4½ per Cent. per Annum up to $200,000
For 12 months, 4 per Cent. per Annum on sums in excess of $200,000.

HONGKONG—INTEREST CHARGED.
6 % on Loans against Shares with full Margin.
6 % on Advances against Goods in Neutral Godowns.
7 % on Current Account Overdrafts.
7 % on Advances against Goods in Private Godowns.

F. DE BOVIS, Chief Manager.

Hongkong, 13th May, 1892. [10

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ..... £1,000,000.
SUBSCRIBED ..... £ 500,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.
D. GILLIES, Esq. | CHOW TONG SHANG, Esq.
CHAN KIT SHAN, Esq. | W. WOTTON, Esq.
C. J. HIBER, Esq. | KWAN HOI CHUEN, Esq.

Chief Manager, GEO. W. F. PEARSE.

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C. B. STUART-WORTLEY, Esq., M.P. for Hallam.
GEO. MUNRO, Manager.

BANKERS.
THE ALLIANCE BANK, LIMITED.
THE COMMERCIAL BANK OF SCOTLAND.

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SHANGHAI—C. J. GALLOWAY, Manager.

AMOY—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or Goods in Neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed .....3 %
" " 6 " " .....4 %
" " 3 " " .....3 %
" " Current Accounts .....3 %

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892 [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, F. DE BOVIS, Chief Manager.

Hongkong, 12th August, 1891. [11

SHIPPING.

ARRIVALS.

July 3, PEKIN, British steamer, 118 Matthews, Swatow 2nd July, General.—ORDER.
July 3, DORIS, German steamer, 771, Petersen, Newchwang 25th June, and Chefoo 27th, Beans and General.—WIRLER & Co.
July 4, DON JUAN, Spanish str., 654, E. Beltran, Manila 1st July, General.—BRANDAO & Co.
July 4, HIGO MARU, Japanese steamer, 871, J. Jones, Manila 1st June, General.—GEO. H. STEVENS.
July 4, SIAM, British steamer, 991, J. Tulloch, Amoy 2nd Jul., General.—YUEN FAT HONG.
July 4, ANCONA, British steamer, 1,787, W. D. Mudie, Yokohama 25th June, General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 4TH JULY.

Haitan, British str., for Swatow.
Sishan, British str., for Swatow.
Pekin, British str., for Tamsui.
Kintuck, British str., for Shanghai.
Elizabeth Graham, British bark, for Hakodate.
Siam, British str., for Singapore.

DEPARTURES.

July 4, LEIPZIG, German flagship, for Yokohama.
July 4, GANGES, British str., for Shanghai.
July 4, PEKIN, British str., for Tamsui.
July 4, SISHAN, British str., for Swatow.

PASSENGERS.

ARRIVED.

Per *Siam*, str., from Amoy.—250 Chinese.
Per *Higo Maru*, str., from Manila.—Messrs. Bowden, Speirs and Stanley.
Per *Ancona*, str., from Yokohama for Hongkong.—Mrs. Leach and child, Mr., Mrs. and Miss Dooker, Lieuts. Meynell and Forbis, Messrs. S. M. Fennell, A. E. Hinger, J. Phillips, and J. Young. For Singapore.—Mr. S. Brown. For Penang.—Mr. A. Butler, and Miss Buswell. For Colombo.—Mr. and Miss Amesa. For Brindisi.—Mr. Sampson. From Hiogo for Hongkong.—Surgeon and Mrs. Hall, Rev. and Mrs. Goldsmith, Capt. Simmons, Messrs Boys, Holesworth, Yip Ming Shek, Chin Cum Choon, Imagaki, Satoyutaro, Boudey, Ellis, and Fulert, and Mrs. Drewell (last two disembarked at Nagasaki.)

DEPARTED.

Per *Zafiro*, str., for Manila.—Messrs. C. M. G. Sargent and John Egg.
Per *Ganges*, str., for Shanghai from Hongkong.—Mr. H. Heyn. From London.—Mr. D. Arnott.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. Samuel Amose	Mrs. Hall
Miss Amesa	Mr. M. M. Kulp
Mr. J. Beauvais	Rev. J. M. Morton, B.A.
Mr. Thos. Birney	Dr. & Mrs. Robbins
Mr. Paul Boell	Mr. Fred. E. Shera
Mr. Sancton Brown	Mr. W. Spiers
Miss Buswell	Mr. J. M. Spoot
Mr. A. Butler	Mr. W. Tarn
Mr. S. N. Cohen	Capt. Tillett
Mr. & Mrs. W. Decker	Mr. P. O. Tolfrie
Miss Decker	Mr. F. R. S. Vincent
Mr. A. Ettringer	Lt.-Col. A. B. Wilbraham
Surgen Major G. C. Hall	Capt. W. S. Wylie

MOUNT AUSTIN HOTEL.

Mrs. George Armstrong	Mrs. W. H. Inglis and children
Miss Armstrong	Dr. George Lapraik
Mr. Blamey	Mr. Land
Mr. F. de Bows	Mr. Charles O. Malesk
Mr. & Mrs. E. Bowdem & family	Mrs. Barry-Palliser and maid
Mr. Hart Buck	Mr. A. Ross
Consul Budler	Mr. J. J. Ruben
Mr. & Mrs. C. C. Cohen	Mr. Taylor
M. J. B. Coughtrie	Mr. & Mrs. J. A. Thomson
Mr. J. S. Ezekiel	Miss Wood
Mr. Geo. Fenwick	Miss Helen Wood
Mr. L. Gillet	
Mr. & Mrs. Guinness	

VESSELS IN DOCK.

ABERDEEN DOCKS.—Kowloon Docks.—Alexandrina, Oceyria, Empress of India, Torrington, Activ, Devewongxe.
COSMOPOLITAN DOCK.—John McLeod.

TO-DAY.

Meeting of Punjom Mining Company, noon.
Furniture Sale at Mr. Armstrong's, 2.30 p.m.
Stanley Opera Company, Theatre Royal.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. .....Every quarter of an hour.
11.30 a.m. to 12.30 p.m. .....Every half hour.
12.30 p.m. to 2.30 p.m. .....Every quarter of an hour.
3.30 p.m. to 8.00 p.m. .....Every quarter of an hour.
Night cars at 8.45 p.m., 9 p.m., 11 p.m., and 11.15 p.m.

SUNDAYS.

10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. .....Every quarter of an hour.
3 p.m. to 8 p.m. .....Every quarter of an hour.
Night cars from 9 p.m. to 11 p.m., every half hour.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1892. [704

HOTELS.

THE MOUNT AUSTIN HOTEL. 1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong. A.B.C. Code. Telephone, No. 25.

TARI

INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE CROSSES,
HEADSTONES AND COLUMNS
in Stock.
Prices moderate. Work Promptly Done.
349] Satisfaction Guaranteed.

A. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.

We invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

	PORTS. *(For Invalids and general use).*	Per doz. Case.	Per Bot.
A	Alto Douro, good quality, Green Capsule	$10	$1.00
B	Vintage, superior quality, Red Capsule	12	1.10
C	Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D	Very Fine Old Vintage, extra superior, Violet Capsule *(Old Bottled)*	18	1.50
	SHERRIES.		
A	Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B	Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C	Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
C C	Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.00
D	Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E	Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule *(Old Bottled)*	14	1.25

		Per Case. 1 doz.	Per Case. 2 doz. Quarts.	Pints.
	CLARETS.			
A	Superior Breakfast Claret, Red Capsule	$4	$4.50	
B	St. Estephe, Red Capsule	4.50	5.00	
C	St. Julien, Red Capsule	7	7.50	
D	La Rose, Red Capsule	11	12.00	

MADEIRA, HOCK & CHAMPAGNES.
Full particulars of the various Brands in stock on application.

		Per doz. Case.	Per Bot.
	BRANDY.		
A	Hennessy's Old Pale, Red Capsule	$13	$1.20
B	Superior Very Old Cognac, Red Capsule	15	1.40
C	Very Old Liqueur Cognac, Red Capsule	20	1.75
D	Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
	SCOTCH WHISKY.		
A	Thorne's Blend, White Capsule	8	0.75
B	Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C	Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D	Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E	Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
	IRISH WHISKY.		
A	John Jameson's Old, Green Capsule	8	0.75
B	John Jameson's Fine Old, Green Capsule	10	1.00
C	John Jameson's Very Fine Old, Green Capsule	12	1.10
	GENUINE BOURBON WHISKY, fine old, Red Capsule with Name	10	1.00
	GIN.		
A	Fine Old Tom, White Capsule	4.50	0.40
B	Fine Unsweetened, White Capsule	4.50	0.40
C	Fine A. V. H. Genevа	5.25	0.50
	RUM.		
	Finest Old Jamaica, Violet Capsule	12	1.00
	Good Leeward Island	$1.50 per Gallon.	

LIQUEURS.

Benedictine	Maraschino
Curaçoa	Heering's Cherry Cordial
Chartreuse	Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 4th February, 1892. 117

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should written on one side of the paper only.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press.* Telephone No. 12

DEATH.

At Fêncho Fu, Shansi, on the 24th May, DONALD EDWARD, second son of the Rev. C. W. PRICE, aged four years.

The Daily Press.

HONGKONG, JULY 5TH, 1892.

On the 2nd November, 1891, during the consideration of the Prepared Opium Ordinance, 1891, the Hon. T. H. WHITEHEAD moved an amendment to section 14 of the Bill, having for its effect the limitation of the term of the monopoly granted to the Opium Farmer to two years, and in doing so expressed at some length his disapproval of such a monopoly being granted at all. Mr. WHITEHEAD then indulged in some rather stringent comments on what he considered the antiquated and tyrannical system of granting monopolies, the continuance of which he rather fatuously remarked was "a blot on the character of the British nation." The Hon. P. ryrie seconded the motion, remarking when he did so—"My own "opinion is that this opium revenue will be "taken from us before long. You will see "that Exeter Hall will go for us. I was "told by the late lamented Sir JOHN POPE "HENNESSY that we should lose it before "long, and I think we had better not make "too much noise about it." This practical recommendation apparently came too late, for the attention of the Anti-Opium agitators has been drawn to this discussion, and in its issue for May the *Friend of China* publishes the following rather garbled account of it:—

> An interesting debate on the opium question took place in the Hongkong Legislative Council last November. The Hon. T. H. Whitehead sought to restrict the term of the opium farm, on the ground that "we should do all in our power to wash our hands entirely and abandon at the earliest possible date all Government connection with pecuniary gain from the preparation and sale of the deleterious drug." He urged that the opium traffic has long been, and still is, in itself the source of much human misery and crime, but when carried on under a farmer as a Government monopoly, that misery and that crime is entirely on" He referred in the course of his speech to the fact that Lord Knutsford, the Secretary of State for the Colonies, has recently condemned the opium farming system in a despatch to the Government of Singapore—a condemnation, by the bye, which does not appear yet to have produced any practical result in the Straits Settlements. The Hon. Mr. Ryrie seconded the amendment, and remarked that Exeter Hall would soon take away their opium revenue. The late lamented Sir John Pope Hennessy had told him they would lose it before long. (May he prove to have been a true prophet!) The Hon. Ho Kai, the Chinese representative on the Council, supported the amendment, and expressed his agreement with the proposer "on moral grounds and on economic grounds." The amendment was negatived by the votes of the official members, who all voted against it.

The pious organ of the Anti-Opium Society, it will be seen, is not free from the reproach of either the *suppressio veri* or the *suggestio falsi*. Mr. RYRIE is made to appear as though he were denouncing the opium trade whereas he was merely deprecating making "a noise about it" for fear of losing the revenue derived from it. Mr. Ho KAI is also made to assume the character of an anti-opium advocate, while as a matter of fact he was, we take it, only supporting the amendment, as he said in his speech at the time, "on "general grounds for the abolition of the "monopoly altogether," and in order "that "the port should be absolutely free." Ho was not then concerned as to the morality or otherwise of the opium trade, which he knows would go on just the same whether the privilege of preparing the drug be farmed or not in Hongkong. Finally the *Friend of China* endeavours to show that the Opium Farm is only maintained in the Colony by the autocratic power of the Government, and that the protest of the unofficial members was vain beause of the opposition of the official members. That is to say, in compiling the above note on the debate in question the anti-opium organ seeks to show that in Hongkong public opinion is entirely opposed to the opium trade or Government connection with it, and that the Opium Farm is maintained by the Government in defiance of that public opinion. Herein is the *suggestio falsi*, whether quite consciously made or not depends to some extent on the ignorance or otherwise of the writer.

The facts, as everyone in the Colony knows, are very far from the deductions sought to be drawn by the *Friend of China*. Mr. WHITEHEAD never had the slightest intention of putting a check on the import or sale of opium. He was only anxious to do away with the monopoly because it confers powers on the Farmer which are sometimes used by his officers to the inconvenience and mortification of respectable Chinese who have no intention of smuggling. For this reason he proposed the establishment of bonded warehouses. Dr. Ho KAI wants neither the monopoly nor the bonded warehouses. He would have opium admitted without restriction like other goods, because "if bonded "warehouses are established wines and "spirits may be taxed next." The learned doctor is probably right in that surmise, but his own proposition would have one evil effect that would rather horrify the Exeter Hall busybodies: it would greatly promote smuggling. Mr. WHITEHEAD's idea is hardly more feasible, and he would have done well to confine himself to urging the Government to undertake the collection of the opium revenue themselves, as they had to do on a previous occasion. Such a course undoubtedly causes more trouble, but it saves a good deal of friction and is on many counts much more desirable. Nor are we at all sure that it would not lead to a gradual increase of revenue, when the officials had got the system in full swing. There would also, we believe, be fewer breaches of the Ordinance and possibly less dissatisfaction among the Chinese with the action of the excise officers. Mr. WHITEHEAD sometimes shows more zeal than discretion. What Mr. RYRIE feared has come to pass. His colleague's noise has attracted the attention of Exeter Hall, and capital has been made out of a discussion harmless enough in itself, but distorted to suit the ends of the grievance mongers, who will try therewith to forge a new link in the chain of evidence they are accumulating against the Opium trade. It matters little apparently to the editor of the *Friend of China* whether the facts bear the interpretations sought to be put on them, or whether the intelligence has any true bearing on the Opium Question. As a matter of strict accuracy the system adopted here of making opium contribute to the revenue of the Colony forms a material check upon the consumption of the drug and also reduces the smuggling to the smallest limits probably attainable among a population so daring and ingenious in artifices to cheat the revenue. We may mention, as a last word for the information of the *Friend of China*, that the unofficial members of the Hongkong Legislative Council are not yet prepared to join the Anti-Opium Society, and not even Mr. WHITEHEAD, we believe, has ever entertained the most distant idea of intentionally strengthening the hands of that body.

There were 1,124 visitors to the City Hall Museum during the week ended 3rd July, of whom 123 were Europeans.

The *Rising Sun* says that the Kingsin liner *Lydia*, purchased by Mr. Oya, of Kaga, has changed her name to that of the *Kokki-maru*.

Hamaton's Circus has lost another fine animal. A large tigress died on the 28th ult. at the Chinese Garden, Shanghai, whither it had been conveyed.

The Russian cruiser *Yakout*, Capt. Chomilewsky, arrived at Nagasaki on the 24th ultimo last, *en route* to the Behring Sea, where she is detailed for special duty.

It is reported by a Shanghai native paper that some enterprising persons are starting a company to develop the mines in Kiu'en, where it is said coal and other minerals are to be found in abundance.

We have to acknowledge receipt, from the Superintendent, of a copy of the one hundred and third half-yearly report of the P. & O. S. N. Company ended 31st March last, in pamphlet form. We have already reproduced the principal portion of this report.

The *Japan Mail* says that about 3 a.m. on the 23th ult., while a stiff breeze was blowing a fire broke out in a public bath-house at No. 11, Nichome, Fujimicho, and before the firemen could successfully grapple with it about forty houses had been burnt down and over twenty damaged.

There seems to be little likelihood of the Happy Valley murder case being concluded at the Police Court for some days. The prosecution has not closed yet and the rate of progress thus far has been about one witness per day. Mr. Wotton has also a considerable amount of evidence to adduce, so Mr. Hastings will probably not have disposed of the case much before the end of the week.

The German flagship *Leipzig* left here yesterday for Yokohama.

It is stated by a Japanese native paper that on the 19th ult. when the Japanese cruiser *Naniwa* anchored off Shinagawa fire broke out in the coal-bunkers and was with difficulty extinguished.

A Canton correspondent writes to say that another Chinese newspaper is to be established shortly at Shameen. It is to be called the *Chung Wa Yat Pao* (the *China Daily Reporter*) and to be under foreign protection.

News reached Hankow recently (says the *Daily News*) that a rebellion had broken out in Szechuen, either at Paoning or Pa, which are both about 150 miles almost due north of Chungking. The authorities, it was reported, had sent troops from Chingtu against the rebels, who were said to be about 20,000 strong.

It is stated by a Shanghai paper that the large railway bridge at Lanchow, which has over thirty arches, will reach its completion next year. The official superintending the work is using every effort to render the structure strong and permanent. For the present a temporary bridge will be put up so that the traffic may be carried on.

The *Hupao* says:—The tea business at Hankow has been very discouraging this year and merchants dealing in this article have all suffered losses. Formerly a dozen or more large steamers called at that port for tea, but there have only been five or six this season that were loaded with this cargo. The falling off of this trade is attributed to the strong competition of Ceylon tea.

The Swatow correspondent of the *Mercury*, writing on the 25th ult., says that no attempt has been made to undertake any salvage operations at the wreck of the *Nanshan* although the other two wrecks in the vicinity have proved good investments to their purchasers, the cargoes nearly covering the price paid for them and everything else salved being clear profit to the wreckers.

At a meeting of the creditors of the New Oriental Bank held in Yokohama on the 24th ult. it was unanimously resolved—"That the creditors present at this meeting are in favour of converting 35 per cent. of their deposits into Five per cent. Preference Stock, and agree not to withdraw their deposits, fixed or current, for the term of twelve months from the date of the resumption of business."

Yesterday being the "Glorious Fourth," otherwise the one hundred and sixteenth anniversary of the Declaration of the Independence of the United States of America, was celebrated in Hongkong in the usual manner by American residents. The American vessels in port dressed ship, Dr. Simon, U. S. Consul, kept open house during the day, and the customary congratulations passed between the citizens of the Great Republic.

Our Shanghai morning contemporary says that the steamer *Tehkseng* was formally arrested at 7 a.m. on the 25th ult. by the Supreme Court on the request of Mr. H. S. Wilkinson, acting on behalf of the owners of a junk with which the steamer had been in collision. They claimed Tls. 11,000 for the loss of junk and cargo, an amount very much in excess of their original demands. On Messrs. Melchers & Co. signing a bond for the amount the steamer was released.

The *Daily News* gives the following naval intelligence:—H.M.S. *Swift* returned to Shanghai on the 17th ult. from Wenchow. H.M.S. *Caroline* went out for target practice, and the French gunboat *Vipère* left for Chinkiang and river ports. The *Swift* goes on to Japan to join the Admiral, and will subsequently be Senior Officer's ship here, while the *Peacock* and *Rattler* will probably go up the river to relieve the *Pigmy* and *Redpole*. H.M.S. *Esk*, now commanded by Lieut. Burder, R.N., will probably leave for Ichang early next month.

The *Japan Gazette* says:—An accident almost attended with fatal results occurred in Matsushima coal mine, Nagasaki *Ken*, in the early part of June. One portion of the mine gave way, blocking one of the passages and imprisoning three miners who were working at the time in that part. Their comrades immediately set to work to clear away the *debris*, and for two days and nights they laboured unceasingly, being finally rewarded by unearthing their unfortunate companions. The three men were naturally exhausted after their lengthy confinement, but fortunately none of the *debris* had fallen upon them and they escaped any injury.

The *Shenpao* writes:—An epidemic is raging in the regions round about Ichang. In order to propitiate the gods who sent the calamity, fall scaffoldings illuminated by lanterns have been erected by the people, on which priests are stationed to chant and offer up prayers to the deities. Thereby day the services of the guards were called into requisition, and they were instructed to mount the city walls and fire off their muskets to drive the evil influence away. Through carelessness one of the soldiers was badly scorched, a spark from the gun having reached his sleeves and ignited some powder placed therein; the man is in a precarious condition.

The *Kobe Chronicle* of the 27th June says:—The *Lucipara*, which arrived in port on Friday at midnight, made with one exception the quickest passage on record between Philadelphia and Kobe. She left Philadelphia on March 3rd, the pilot leaving her at 2 p.m. She arrived at Anjer on the 31st of May, leaving on the following day and having fine weather all the way up, anchoring on the 22nd June 15 miles N.E. of the Tomasima light, thus making the passage in 111 days. She got under weigh again on the 24th and arrived off Wada Point at 12 o'clock midnight. From the time the pilot left her at Philadelphia she never lost steerage way. Only one vessel has beaten this record, the *Hectanooga*, which made the passage in 109 days about ten years ago. The *Chesshorough* previously held the record as having made the quickest passage from Anjer to Kobe, but the *Lucipara* beat this by four days.

Commenting on the statement, already reported in these columns, that the steam-launch flotilla at Swatow, which runs between that port and Chaoyang, is to be extended and a line to Chow-chow-fu inaugurated the Swatow correspondent of the *Mercury* writes:—The enterprise has paid fairly good dividends so far, and the Company are contemplating extending the sphere of their business transactions as far as Chow-chow-fû, where the railway was intended to run. Two new boats, stern-wheelers, are to be added to the fleet, to cover the distance of twenty-six miles to our prefectural city; they are expected to carry two hundred passengers each, and to attain a speed of ten knots; but some "knowing ones" have great doubts about these vessels being able to accomplish their task, unless several shallow places in the river are improved somewhat by dredging. The future Chow-chow-fu-Swatow packets are to have a bottom as flat as a pancake, to enable them to carry their 200 passengers, bag and baggage, on a draught not exceeding eighteen inches. This looks certainly like business and native pluck. The enterprising shareholders are proposing to treble their present capital; I wish them every success.

The *Japan Mail* says:—A telegram received on the 23rd June in Tokyo says that an attempt has been made on the life of the Tai-wön-kun, father of the King of Korea. The would-be assassins placed dynamite bombs in the Prince's bed-chamber and reception room. The latter bomb exploded on the 15th June as intended, but the former failed, and the Prince's life was thus happily saved. Viscount Enomoto, Minister of State for Foreign Affairs, telegraphed a message of congratulation to the Prince, and doubtless the Emperor, subsequently despatched a communication to the King of Korea. The Tai-wön-Kun has always been regarded as the leader of the faction opposed to the Queen of Korea. He headed the *emeute* in 1881, when China displayed such remarkable energy, despatching men-of-war at a moment's notice and ultimately causing the old Prince to be carried into captivity, where he remained for several years. Since his return to Söul he has remained apparently aloof from politics, though rumour, in view of his antecedents, often connected his name with suggestive canards. The nature of this attempt upon his life invests it with special interest. Korea opened her gates to the outer world only a dozen years ago, and already her agitators have recourse to dynamite to accomplish their nefarious purposes. It is scarcely probable that any Korean laboratory is yet capable of manufacturing bombs and infernal machines, and the evident inference will be that the plotters were in collusion with outsiders.

Telegraphic news is to hand (says the *Japan Mail*) of fresh disturbances between Japanese fishermen and Koreans on the island of Quelpart. We have no particulars, but it may be conjectured that the trouble of a few months ago has again broken out.

Mr. Ebrahim Noordin, a well-known Borah merchant of Bombay, trading with China and the head office of Messrs. Abdoolally, Ebrahim & Co. of this Colony, has built a magnificent mosque in Bombay of which we append a description below taken from the *Times of India* of the 13th ult.:—Mr. Ebrahim Noorooodeen Cagdihora, a wealthy merchant of this city, trading with China in opium and other merchandise, has built a splendid new mosque for the use of the members of his community at an aggregate cost of about three lakhs of rupees. The sacred edifice is situated in the locality known as the Seedhpersed Mohalla, lying to the west of the Zooma Masjid on the Sheikh Memon Street side. The structure is built in the Saracenic style of architecture with an imposing arch in front bearing on the top of it the emblematic *mahee*, or fish, surmounted by a crescent and a conically shaped ornament. Suitable poetic inscriptions on marble tablets are to be observed on the sides of the gate. They have been composed in the Arabic and Urdu languages testifying to the generosity of the donor. &c. A large hall of capacious dimensions runs through the left of the building and admeasures in length 104, in width 80, and in height 30 feet. A gallery, supported on carved pillars of teak-wood and ornamental iron-brackets, passes around the walls of the hall, which is, moreover, adorned with a number of fine cut-glass chandeliers. Every coloured-glass pane of the numerous windows and doors of the building bears in Arabic characters one of the hundred names of Almighty God as recognised in the religious books of the Mahommedans. The edifice has been erected on the site of an old dilapidated mosque, the land having been a charitable bequest from Sett Chandabhoy, an influential leader of the community, who died many years ago. The space it occupied was, however, adjudged inadequate to the purposes of the plans designed in behalf of the new building, which necessitated the purchase of two adjacent houses at a cost of close upon Rs. 60,000. The premises were demolished and the space on which they stood appropriated to the use of the new mosque. Syedna Mahomed Boorahanoodeen Mohta Moolla, the venerable high priest of all the Borahs, preached a very eloquent sermon yesterday morning in the new mosque before a very large assemblage. This was followed by an illumination in the evening. A caste-feast will be provided this forenoon for the Borahs and a separate dinner in the evening for the Mahommedans of other denominations. The building will then be purified by a general washing of it with water at first and the performance of the consecration ceremony afterwards. The first *Namaz* will be pronounced in it on Friday next.

SELAMA TIN MINING COMPANY, LIMITED.

An extraordinary general meeting of this Company was held at the office of the Company, Connaught House, yesterday, for the purpose of considering a scheme for the reconstruction of the Company. Mr. J. Orange presided, and there were also present Messrs. C. Inchbald, D. Gillies, W. Wotton, W. H. Ray, and Hon. C. P. Chater (directors); Messrs. J. B. Coughtrie, W. Judd, T. I. Rose, W. Ramsay, J. W. Boyd, E. Burnie, H. J. Scott, E. W. Maitland, P. Jordan, W. Leggo, S. I. Danby, H. H. Joseph, Captain Farrow, J. R. Michael, J. M. G. Manuk, A. G. Morris, G. H. Potts, and W. H. Potts, (Secretary.)

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, this meeting is called for the purposes set forth in the notice which has been read by the Secretary. The circular issued on the 10th of June stated the reasons for which the reconstruction of the Company is desirable, viz., the heavy loss sustained by the Company at Selama and the $3 liability attaching to the ordinary shares, which are now largely held by unregistered shareholders, therefore the present scheme was formulated and I am glad to say has met with hearty approval from the majority of shareholders. The Board was also induced to recommend the scheme now placed before you by the present favourable prospects of the operations in Perak and they were fortified in this opinion by the strong recommendations of Mr. Warren, whose report could be seen by any shareholder at this office, and due thanks of the Company are due to the Hon. C. P. Chater for his consent to Mr. Warren's visit. Before putting the resolutions to the meeting I would be glad to hear the remarks of any shareholder.

Mr. J. W. BOYD—I as a shareholder object to this proposed reconstruction while calls to the amount of $3 are still available. Why not call up 20 or 30 cents at once and the balance as required? This arrangement is very unfair to those who have bought $5 shares at premium. If the circumstances of the Company are such as to require a step like this to be taken it would be better to wind up the Company at once and divide whatever is available among the shareholders.

The CHAIRMAN—At present we want discussion on the scheme which has been put forward. Are you prepared, Mr. Boyd, to move an amendment?

Mr. BOYD said he was prepared to move an amendment when the motion for reconstruction was put.

Mr. LEGGE—We must refer back a little. When this Company was reconstructed some time ago by Mr Inchbald and his supporters we were led to believe certain things, and certainly this report does not bear out these things. Personally, I stand in your books for something like 109 or 110 shares which I have never transferred from the name of your Shanghai secretary or manager, Mr. Dudgeon. I am aware that many people here also bought fully paid-up shares from Mr. Dudgeon and from Mr. Inchbald, and we were induced to do so because the Board seemed a good one, especially as Mr. Chater—I do not want to flatter him—had rejoined it. However, a good many who are here will remember what took place at that last meeting, and the inducements held out to people like myself to buy fully paid-up shares. You have told us nothing in what you have said, and there is nothing in what you have written to show what prospects the Company has if we decide to reconstruct and go on, and I think before we can argue the point at all of reconstruction it is for the Board to tell us what grounds for hope they have to induce us to risk even the remaining dollar. I shall be glad, and I am sure all the rest of us will be glad too, if you can or will show us some grounds for adopting this scheme of reconstruction. There is nothing here in this paper.

The CHAIRMAN—I will call upon Mr. Ellis to read the agreement before putting the resolutions. There is a good deal of information in this agreement, which had better be read before further discussion takes place.

Agreement read.

Mr. LEGGE—I do not know what the other gentlemen may think or understand, but personally I must confess I do not understand that what has been read is any argument whatever, or shows any argument whatever, in support of the proposal for reconstruction. Of course, it may be too legal for most people, at all events it is for me. I hope you will be able to give us something about what you have lately discovered, or what the newspapers have discovered, as to the working down there in our territory.

The CHAIRMAN—I purposely did not wish to say much about the present prospects of the Company. We propose to hold a general meeting shortly, and we have written down to Perak to have a full report of the work up to date. Very little has been done since Mr. Warren's visit, and his report is so full that I can only refer you to it. In that report you will find full details of everything that has been done up to date.

Mr. LEGGE—Where can I see it?

The CHAIRMAN—By calling at the office of this Company.

Mr. LEGGE—Is it necessary to do so? Could not the report be circulated?

The CHAIRMAN—No; I do not think a report of this kind ought to be circulated. We cannot let it out of the place, but it is here and is open to the inspection of any shareholder who may wish to see it. We sent circulars to the shareholders informing them that the report was here and might be seen.

Mr. LEGGE—Why this secrecy? Why not let us see it?

The CHAIRMAN—There has been no secrecy. There has been every opportunity for seeing it. The Chairman continued—With regard to the remarks made by Mr. Boyd I do not see that the fully paid-up shareholders have got any cause to feel injured or hurt, because in this reconstruction scheme we have been very careful to fix the amount of the fully paid-up shares at exactly their proportionate value to the total capital of the Company. Therefore, supposing the Company becomes a success the holders of fully-paid-up shares will receive exactly the same proportion of the profits as they would have had the old Company existed. We have been careful on that point, and thought we had disarmed, by that, any opposition on the part of fully paid-up shareholders. With regard to the others on whom there is a liability we have found that a great many of those shares changed hands and have not been transferred. The consequence is that with regard to these shares there is a feeling—I will not say of uneasiness, but people do not like to deal with them, and therefore, we felt, and we were supported by a very large number of shareholders, that while a great many of those shareholders would not accept a three-dollars' liability they would cheerfully accept a liability of sixty cents, on this scheme of reconstruction has been formulated.

Mr. BOYD—Why reconstruct at all when there is three dollars available? Why not call up 20 or 30 cents, or call up 10 cents for that matter? It is not necessary to reconstruct.

The CHAIRMAN—That is all very well, but if a call was made you would find that there would be a very poor response as regards those shares which have changed hands and which have not been registered, and if the shares were forfeited it would be hard on those in whose names they are registered. I think the best proof that this scheme of reconstruction is a popular one is the very large amount of support we have received. I quite understand that it may have seemed hard on the holders of fully paid-up shares at first, but, as I said, I thought we had disarmed any opposition from them by making the value of the shares the same as in the old company.

Mr. BOYD—If the holders of scrip don't want to pay their shares these ought to be forfeited at once. It is no good to a Company if the calls are not paid.

The CHAIRMAN—I know that is in accordance with the law, but I don't think it would be a good thing for the Company. Another great benefit which the reconstruction will be is the reduction of capital. The old capital is unduly high, and we propose to make it more moderate.

Mr. COUGHTRIE—Can you tell me what will be the expense of reconstruction?

The CHAIRMAN—It is very difficult to say, but Mr. Wotton, who takes a great interest in the Company, has promised to do it on terms as reasonable as possible.

The CHAIRMAN moved the following resolutions:—

"That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that Mr. William Hutton Potts be and he is hereby appointed liquidator for the purposes of such winding up.

"That the said liquidator be and he is hereby authorised to consent to the registration of a new Company to be named 'The Selama Tin Mining Company, Limited,' with a memorandum and articles of association, which have already been prepared with the privity and approval of the directors of this Company.

"That the draft agreement submitted to this meeting and expressed to be made between this Company and its liquidator of the one part, and the Selama Tin Mining Company, Limited, of the other part, be and the same is hereby approved, and the said liquidator be and he is hereby authorised, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient."

Mr. JUDD seconded.

Mr. BOYD moved that the resolutions be not passed.

Captain BURNIE seconded.

The amendment on being put to the meeting was only supported by the mover and seconder, and the motion on being similarly put was declared carried unanimously.

The CHAIRMAN—Gentlemen, this concludes the business of the meeting. Our confirmatory meeting will be held on a day of which you will receive due notice.

POLICE COURT.

4th July.

BEFORE COMMANDER W. C. H. HASTINGS.

THE HAPPY VALLEY MURDER.

Emin Deen, receiving officer of Victoria Gaol, and Abdoolah, his brother, were charged with the murder of an Indian watchman named Ramsammy on the 20th June at Happy Valley.

Mr. A. B. Johnson prosecuted on behalf of the Crown, and Mr. Wotton defended both prisoners.

Peer Bucks, declared, said—I am a dairyman living above the village of Wong-nei-chong. I remember the evening of the 19th of June last. I had been to Kowloon to sell my milk and returned in the evening, landing at Pedder's Wharf. I got into a 'ricksha and went towards my home. I went by the Praya and Queen's Road. I took the 'ricksha nearly as far as No. 3 Police Station and then got out. I stopped at the house of Sunder Singh, a watchman, and I was talking to him at the side of the road. I talked to him for a long time. It was raining a little and was dark, lamps being lit. After leaving Sunder Singh I went home past the Wanchai School and the Naval Hospital. I met Emin Deen on the way near Morrison Hill at a place where there is a hydrant and some hawkers selling fruit. I saluted him and he asked me where I had been. He told me to stop but I said that I could not as I was in a hurry. I have known Emin Deen since I came to this colony ten years ago. After passing Emin Deen I went home and I did not meet anyone else on the way. While I was going there, and when between the Club matshed and a telegraph post I heard voices calling out "Drink" in Hindustani. I heard nothing more. When I got home, I took off my clothes and smoked, and it was then ten minutes or a quarter past eight. I know Ramsammy for over eleven years. Emin Deen had spoken to me about the deceased. He told me to go and advise Ramsammy to leave the colony, and that if he did so he would give him $25. I told Emin Deen that it was not my business and that he had better get some one else to do it. The first prisoner spoke to me again about it and said that he would be greatly obliged if I would tell Ramsammy to leave the colony. He spoke to me a third time, coming one day to my house at Wong-nei-chong. He said, "You are living here and Ramsammy lives at Jardine's; some time you might meet him at the Racecourse, advise him to leave the colony. I will pay him $40" He took out some dollars. I told him that I could not do this favour for him and I requested him not to come there again. The first time that the prisoner came to me was about six or eight weeks after the case between him and Ramsammy had been decided in the Supreme Court. The next occasion was about three weeks later. The last time was more than two months ago.

Cross-examined by Mr. Wotton—Did you join the Gun Lascars in Hongkong?—Yes.

When did you join?—I am uneducated; I cannot say which month or week or year.

Don't you know how many years ago?—I don't know.

Have you got your discharge?—Not here, but it is in my house. It was a very long time ago and I don't know where I put it.

When did you leave the Regiment?—I don't know.

Was it this year or last year?—It was long time ago. It may be six years or more.

Do you draw a pension?—No.

Were you in gaol?—No.

You were court-martialled, weren't you?—No. You were dismissed?—No, I resigned. I didn't like the service.

Did you immediately start to become a trader?—I began to sell milk.

Where did you start your first establishment?—In Wanchai.

You kept goats, didn't you?—Yes, and cows.

How many?—Fifty then.

How many now?—Twenty or thirty; I cannot say exactly.

On the night of the 19th when you left the steam launch were you in a very great hurry?—Not in a great hurry. It was raining.

Was it raining all the time you were going home?—Yes, but not much.

What time did you come over by the launch?—I think about half-past six when I left Kowloon. I could not see the time.

But the Clock Tower was there?—I did not look at it.

Was it dark when you came over?—I don't remember.

Were the gases alight?—I can't say. I didn't take any notice.

Did anyone else come over in the launch with you?—I came alone.

Did you bring your bottles over?—No, my servant brought them before.

Do you allow him a 'ricksha or has he to walk?—He walked.

Did he arrive home before you?—Yes, he did.

Do you know how long before you he reached home?—I don't know.

You got home about half-past seven?—No.

What time did you get home, then?—When I got home I took off my clothes, smoked, and then found it was 8.10 p.m.

Then it took you over an hour to go from Pedder's Wharf to Wong-nei-chong?—I cannot say. I am uneducated.

You know the tail from the horns of a cow, don't you?—Yes, everybody knows that.

Then don't you know that it took you nearly an hour and a half to go home from Pedder's Wharf?—I don't know. I was talking to Sunder Singh for a long time.

What do you call a long time?—Three-quarters of an hour.

Were you speaking to him half-an-hour?—I don't know. I had no watch. As to the time I can't swear.

Were you speaking to him ten minutes?—I don't know.

Were you speaking to him for five minutes?—More than that.

How much more?—I don't know; I cannot say whether it was ten minutes or three-quarters of an hour.

You say that you did not stop to speak to Emin Deen because it was raining?—Yes.

But you stopped to speak to the other man; why didn't you stop to speak to Emin Deen?—The reason why I stopped to speak to Sunder Singh was because we were under a balcony.

Wasn't Emin Deen under an umbrella?—Yes.

Didn't you stoop under it?—No.

Did you meet any one else on the road that you knew?—No one else.

You went round by the Cemetery when you passed the Monument?—I went across over the grass.

Right to Wong-nei-chong?—I took the road after going by the short cut.

Did you meet any lascar on the road?—No.

Did you meet Saddo Singh?—No.

If he had been on the road at that time you must have seen him?—Yes.

How is it you came to give evidence in this case?—Three days after the 19th I met an Indian Corporal near No. 3 Police Station.

Did he tell you he was looking for evidence against Emin Deen?—No.

Did he ask you whether you know anything about Ramsammy?—He asked me whether I knew anything about the affair as I was often passing along the road.

What did you tell him?—I said that I had met Emin Deen that night.

Is that all?—Yes.

Had you heard of the death of Ramsammy, then?—Yes.

Who told you?—I don't know. He was a Sikh.

Not Seetharam?—No. I have been in the same employ with him.

Do you know Seetharam?—Yes.

He was very fond of a drop of samshu, wasn't he?—I know that he drinks a little.

Don't you know that Ramsammy used to drink a bit too?—I have heard so.

Ramsammy and Seetharam were very great friends, weren't they?—I cannot say.

Have you had any conversation with him about this case?—No.

Do you know Dewan Ali?—Yes.

Is he a friend of Seetharam?—I don't know.

Were you very friendly with Ramsammy?—No.

Had he a share in your business?—No.

Did he owe you any money?—No.

Did you owe him any?—No.

Had you any dealings between you?—No.

Did you ever go to his house?—When he was married I went.

Do you mean the wedding feast?—Yes.

Is that the only time you have been there?—Yes.

Was Ramsammy married in his own house?—No, at another man's named Madherry.

Who married them? Who acted as parson?—Madherry.

Who is he?—He is in the artillery.

Did he officiate?—No, a clergy man came.

When was the last time you were in Ramsammy's house?—About a year and a half ago

It might be two years ago?—Yes.

When did you see Emin Deen last before the night of the 19th?—I cannot say.

Was it a year before?—No, not a year ago.

Was it ten months ago?—No.

Eight, six, or less?—I think it was on the 15th of June.

Where did you see him?—In the Hollywood Road.

Did you speak to him?—We salaamed.

You say that it was about two months ago that he came to you and asked you to advise Ramsammy to leave the colony?—Yes.

The first time you met him was a month or six weeks after the Supreme Court action?—Yes.

Do you know when that action was?—No, I don't know.

Did you go to Court that day?—No.

Did you read about it in the papers?—I can't read.

Did anyone tell you there was an action?—Yes, I heard about it.

Did they tell you when?—No, I can't remember.

Then how can you tell that it was two months after that case?—I only think it was that time after.

Why do you think it? From what facts do you get your thinking from?—I think that it is six or seven months ago since the action.

Why should Emin Deen pitch upon you of all men in the world to do this for him, you being neither his friend nor Ramsammy's, a friend of nobody?—He told me that if I could get Ramsammy out of the colony he could go and live with Ramsammy's wife. As long as Ramsammy was here, Emin Deen could not.

But why did he ask you?—I am not the only man he came to.

But why did he go to you?—I don't know.

Then the only thing which you can state with certainty in this Court is that you saw Emin Deen on the night of the 19th on this road?—Yes. I saw him.

Do you expect anyone to believe you when you come here and tell us that you know nothing whatever of any particular acts which you did at any time except this one single occasion when you saw Emin Deen under a tree?—It was not eight o'clock when I got home.

Do you know what time it was when you saw Emin Deen?—I calculate that it was about ten minutes to eight.

I suppose you have been talking this case over a great deal before coming into Court?—No.

Have you told any one?—I have only told the Indian corporal.

Where did you see him?—At No. 3 Station.

Is he the only man you have spoken one word to about this case?—No one else.

Why were you so strictly reserved in this matter?—What's the use of my spreading it about?

Have you talked to Inspector Baker about it?—Yes.

He took down what you said in writing?—Yes.

You signed it?—No.

You can't write?—No.

Do you know figures?—No.

Can you write English, Chinese, or H

source that the Viceroy has circulated private instructions to the effect that all goods going into the interior under Transit Pass must pay a lote tax of three per cent. on arriving at their destination. It matters not whether there is any lote collected in the district or not; goods arriving under Transit pass must pay this tax of three per cent. which is more than the half duty and is also more than the full amount Lekin would be if there was no Transit Pass taken out. It is therefore plain enough that if the merchant wishes to use the Transit Pass it will cost him a little more than double what it would to pay Lekin *en route*, in which case there would be no lote to pay on them except in a very few places; the said lote Lekin does not exist unless as above stated when the goods have arrived under Transit Pass. One of the Foreign houses here was making arrangements to send another small consignment of cotton yarn away under Transit Pass, when the Magistrate here heard of it and sent for the manager and told him in a friendly way that it was only a waste of time and money to attempt anything of the sort, as the goods would be allowed to pass the barriers, but that when they arrived at their destination and passed into the hands of the Native merchants the lote Lekin would be collected on them, and in that case it would be a matter in which the Foreigner could not interfere. This is a purely Chinese argument and has not a particle of reason or justice in it, as everyone knows that it matters not who pays the squeeze; the value of the goods is increased just so much and the consumer is the one who pays it in reality. As to the legality of the Viceroy's actions it is not necessary to discuss as the treaties are clear enough and he is perfectly well aware that he is acting illegally, and he also knows quite well that in matters concerning Foreigners or Foreign trade the Peking Government will not trouble itself much about what he does, so long as he gives a plausible explanation of his actions; and he also knows that there is not the remotest possibility of a strict investigation of his doings. It is reported here that he has petitioned the Emperor setting forth that he has to supply large sums of money to help to pay the expenses of the Provinces of Kansuh and Yunnan, and it is only by rigidly collecting the Lekin that he can raise this money. The Chinese officials ignore the fact that the half duty belongs to the Emperor and is levied instead of the Lekin, and if the Lekin were insufficient to meet the demands of the provinces this half duty would be available for local use, but such an arrangement would not suit the provincial officials as in that case the board at Peking would know the exact amount of money they got and how they accounted for the expenditure. What the Lekin collects no one knows anything about, as there is not the slightest check on the Viceroy. He can report as much or as little as he sees fit, and there is no one to impeach him, unless it be a censor who denounces him. Even then it seldom amounts to anything serious. None of his subordinates dare to lodge a complaint against him. Should his affairs be in a very bad state and an Imperial commissioner be sent to investigate his doings he has only to pay liberally for a favourable or negative report, and he may be found to have done something not in strict accordance with the regular routine, and he is accordingly handed over to the board for a punishment, which seldom amounts to much beyond making him disgorge some of his illegally gotten gains. It is astonishing that the Foreign Ministers and their governments put up with such gross violation of the treaties.

But there is little hope of any redress or improvement in the present state of affairs while the ministers at Peking are apparently neglecting everything else but vying with each other in trying to obtain large contracts to supply bridges, railway material and munitions of war. It would seem that if the trade with China is worth having, manufacturers should send their own experts out to investigate matters for themselves, and study the requirements of the trade, and not depend upon ministers and consuls to do it for them. Ministers have quite enough to do to attend to their diplomacy without degrading themselves in the eyes of the Chinese officials by soliciting orders of merchandise.—*Mercury* correspondent.

CHINKIANG.

27th June.

A very destructive fire broke out this morning about 2 o'clock in the eastern suburbs of the city, in a densely populated neighbourhood. Over forty tenements were burnt out before the Native fire brigade succeeded in getting the blaze under control. The sailors from the Chinese gunboat *Weiching* rendered good service in keeping the crowd back. Fortunately the locality of the fire was on the bank of a creek where there was an abundant supply of water. The origin of the outbreak was an explosion of a kerosene lamp.—*Mercury* correspondent.

NANKING.

26th June.

We are beginning to have hot weather now. I have already mentioned something about the new management of the Naval College. I may add that the Viceroy, on coming into office, removed Mr. Shên Yun-ho, to appoint one of his own creatures to Mr. Shên's post, and the new incumbent conscientiously squeezed as many dollars as he possibly could out of the appointment, with the result that the College was very nearly ruined. Seeing how matters were going on the Viceroy very wisely recalled Mr. Shen and sent him to take up his old post.

A few days ago eight of the soldiers engaged in killing locusts entered a farm-house, and finding only two defenceless young girls horribly outraged them. The Viceroy has decapitated four of the ruffians, and the other four are waiting their turn. Four other men have also been beheaded recently for silk robbery.

Apropos of an article in your morning contemporary, to which my attention was directed, concerning the building of two-storeyed houses in Peking an incident has happened here which I will tell you about. A missionary about to erect a large building as an hospital became troubled in his mind as to how the residents in the street would take the innovation. He enquired of several friendly Chinese, who told him that all the people living in the street, which is one of the principal thoroughfares of the city, were very well pleased with the idea of the new edifice. This satisfied the conscientious missionary and he determined to proceed with the building. Some time later, however, he was informed that if the new premises were two-storeyed, the man living on the left would be much injured through his property being depreciated on account of the height of the building. The missionary has now either to buy his neighbour's property or make the hospital a storey lower. The trouble is that the Chinese say when two buildings are beside one another the one on the left is said to be built on the green dragon and the one on the right on the white tiger. Now, the tiger must not be higher than the dragon or death or bad luck will result. The missionary's hospital was to be erected on the white tiger, and could on no account be higher than that of his neighbour.—*Mercury* correspondent.

NEWCHWANG.

23rd June.

Natives are on the "*qui vive*" as to where the future Railway Station will be, and small plots of land have been bought on spec, which, however, could hardly become a very profitable one, as the government would simply take whatever land is required, and owners may be glad if they get back the cost. As for any acquisition made by foreigners, unless the demands be very reasonable, it is not likely the terminus will be put exactly to suit the proprietors, even if these can be said to be within their rights away from the foreign, or rather the British Settlement or Concession. By the bye where is the Concession now, or at any rate the larger part which was known as the "Unoccupied portion?" Echo answers "In the river."

From Kirin we hear that brigandage is not by any means extinct. The mountainous district to the north-east is much favoured by the Robin Hood class, who are not limited in their attacks, for government convoys, if not protected by soldiers, are not safe. A little while since about 100 li from Kirin some breach-loading rifles and cartridges on the way to the Arsenal had to be given up to the denizens of the mountains, whose supply of ammunition had run short. The leader of a formidable band is named "Kuan Lao Tao" (The Old Ruler of the Roads, or Highwayman), which I presume is his *nom de guerre*. He has at least 300 followers, and has defied the Government for ten years. When hard pressed he retires to the wilds, where the soldiers dare not follow. So long as Mr. "Kuan Lao Tao" rules the roast on the roads, brigandage will flourish, and yet many of his band have been executed this year. Report says at least 250 at Kirin, these being replaced by others immediately. Truly there must be a charm in a life of brigandage. Perhaps the continual injustice of the mandarins creates the feeling of rebellion against them.

Bishop Corfe has left us for a short time and we sincerely trust he will come back, and that he will soon be quite well again, for he is much missed. His curate, Mr. Powell, has arrived.

The weather is not too hot yet—58|95 min. and 75|85 max. Business is slow, and financially people are distrustfully inclined. Then the anticipated three-cornered throat-cutting in freights will not benefit anyone, not even the Chinese, some of whom in fact are great sufferers already, for the Imports unsold on which Tls. 5 per ton freight was paid must make way for perhaps cheaper goods imported at Tls. 2½ per ton. There must be some great principle at stake to make any one of the three contracting parties cause such trouble and loss to innocent customers, who are not likely to believe in any future arrangement.

We have had rain, but not too much, and the country looks fresh and green. Produce is dear, however, and it is said that the godowns are full in the south.—*N. C. Daily News* correspondent.

MOUKDEN.

We in the far northern regions are coming into closer contact with the civilization of the West. Imagine my surprise and pleasure the other day to see in one of our interior rivers a substantial steam-launch over 20 feet long, lying at anchor. I went over and inspected the new arrival, and the engineer, a Shanghai man, received me pleasantly, and in clear mandarin, informed me that it belonged to the Governor-General of Moukden and was to be used in towing Government patrol boats up and down the river. It draws three feet of water, and cannot therefore ascend the higher reaches of the river in the dry season. I learned also that it had cost about Tls. 1,000, and that another one nearly 60 feet long and costing about Tls. 4,000, was on the way from Shanghai.

There is great necessity for smart little craft of this kind, for they can steam ahead unaffected by wind and weather, whereas with a contrary wind the ordinary native boats have either to lie at anchor till the wind moderates, or be laboriously tracked at the slow rate of 10 or 15 miles a day. The need of a swifter means of transit than the ordinary native boat affords is emphasized by the fact that our rivers here are infested with pirates who plunder the helpless junkmen almost at will, and it is difficult, if not next to impossible, for the Government to exercise effective patrol without the aid of a number of fast steam-launches. We had often heard of the depredations of these pirates, but were somewhat sceptical of their reported numbers and daring; for beyond occasionally seeing the heads of a few of them exposed in cages along the river bank we had never come into close quarters with them. However, the immunity from attack we have hitherto enjoyed cannot be explained by either the non-existence or scarcity of these piratical bands, and a recent experience shows that the sense of security we have always felt when travelling by river was never well founded.

Three days ago the boat of a lady missionary travelling under the escort of her amah and "boy" was boarded about 9 o'clock at night by eleven armed men in search of plunder. There were two boats travelling together, one laden with Foreign medicine, stores, &c., &c., the other containing the lady and her amah, with their personal effects. The boatmen were tracking when they encountered the pirates. On the alarm being given, the lady and her amah rose hastily and dressed in the dark, and their boat being a little distance behind the other, they were presentable by the time that nine of the rascals rudely pulled down the curtain and ordered them out. While on the first boat they had been told that the cargo belonged to Foreigners and that there was a Foreign passenger on the boat immediately behind, but they did not believe it. They went to the lady's boats to see for themselves, and as they went, one was heard to say in a loud whisper to his comrades, "look out, Foreigner's guns are dangerous weapons!" The lady and her amah behaved heroically and kept very cool. The pirates enquired if there were any guns or silver on board. The amah cleverly parleyed with them, and said that as her mistress was a missionary, they had nothing but provisions, books, &c.; then they addressed the lady herself, and asked her if she understood Chinese. "of course I do" she boldly replied, "what do you want here?" When satisfied that the lady was really a Foreigner, and that the cargo was Foreign, they at once said that they would not take anything, not even if there were five shoes of silver. On the "boy" hearing this assuring intimation he called out, "One of you took my jacket off me; please give it back to me"—which they actually did. They offered no violence except to one of the boatmen, which they did in the hope of extorting some money from him. Seeing a Foreign candle burning in the lady's apartment they asked for one; and got it. Before leaving they said, "when you reach the next city, don't inform on us." "Oh no," said the amah, "you have not interfered with us and of course we shall not interfere with you." They parted most agreeably and the amah actually called out to them in the blandest possible manner—"*huei lai tsai chièn*"—*au revoir*. The *rencontre* terminated in the most satisfactory way for the captives, for besides a large amount of medicine, stores, clothing, &c., &c there were actually seven shoes of silver on board. I believe that the pirates let the boats pass without carrying off any booty because they felt that to touch the Foreigner or his goods would result in utter ruin to their trade and probably themselves also. Long may the illusion continue!—*Mercury* correspondent.

SHANSI NOTES.

The rioting in the south of the province appears to have been suppressed. It is said that the telegraph poles were destroyed because they were supposed to belong to foreigners and because it was believed by the mob that the presence of these poles spoiled the *fengshui*. No harm was done to any foreigner. The Governor acted promptly in the matter, but intelligent Chinese say the Government ought to have issued a proclamation at the time the telegraph wire was erected informing the people it was Government property. The state of the *fengshui* is occasioning a good deal of discussion among the people just now, owing to the fact that almost no rain falls. The presence of the hated foreigner is believed to have something to do with the unpropitious omens, the rain-dragon being thus kept from performing his functions.

There is no doubt a good deal of ill-feeling towards foreigners among all classes of Chinese in the province; but that is not to be wondered at, seeing that here in the interior they have almost no means of ascertaining the facts. It should be mentioned, too, that many of the Chinese are friendly and generous towards their foreign "guests," and it is pleasant to be able to add that the T'aiku magistrate after his official visit last fall reported to head-quarters that the mission there had now been established eight years and had done "nothing but good."

Probably a large majority of the missionaries in China will approve of the "official advice" to that body published in the *N. C. Herald* of April 8th. In the present disturbed state of public feeling it is difficult to be too careful so as not to unnecessarily offend the prejudices of the Chinese. Would it not be well to require all new missionaries to spend at least one full year at one of the ports or else at one of the older inland stations? To travel around after only a couple of months' study of the language, and with almost no knowledge of the manners and customs of the people, is not only to endanger one's own life but may lead at any time to a general uprising against all foreigners. Is it advisable thus to display zeal without knowledge? Would it not be better to be able to say as an old missionary once said of a certain people, "being crafty, I caught you with guile?"

The enterprising shopman who last year introduced jinrickshas has gone a step farther and now offers his customers fire cheap bicycles for the accommodation. He informs me that his townsmen do not take so kindly to the latter as they did to the rickshas.—*Daily News* correspondent.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noises in the Head of 14 years' standing by a new method will be pleased to send full particulars free. Address HERBERT CLIFTON, 3, Shepherd's-place, Kennington Park, London, S.E., Eng. [1286

DATE'S CANAL.

A JAPANESE ENTERPRISE.

Nearly three centuries ago lived Date Masamune, the great hero of Northern Japan in mediæval days. While his fame mainly rests like that of his great contemporary, Hideyoshi, on his success as a soldier, still he also had a talent for administration and left the impress of his ability on some works designed to develop the natural resources of his baronial possessions. He would very likely have done much more, but all the years of his vigour and strength were spent in reducing the refractory partisans about him to order and submission.

In middle life he established his Court at Sendai, a town on the Hirose River, about six or eight miles from the Pacific, at the nearest point. This stream is scarcely more than a mountain torrent, travelling and raging from the steep hills in winter, and fretfully tumbling over a pebbly bottom in summer. When swollen by melted snow, it is too angry to bear burdens, and when reduced by summer's heat, it is too weak. As Date wanted to make Sendai the chief city in his feudality he found it necessary to harness some natural power to assist man in his weary transportation of heavy loads over the rough ungraded roads of the time. The easiest and most manageable ally was water. The ocean was only five or six miles away and a wide plain extended to the beat of the surf. Material, when once brought by water to a neighbouring point on the Pacific, could be easily carried over the level road to Sendai. At this neighbouring point he determined to found a harbour, at the town now known as Kamo. Here a small river, the Nanakita-gawa, offers its mouth to form a sheltered inlet for boats. Outside, the heavy breakers come rolling and tumbling from the Pacific, and the outlook seaward was too rough for boats in common use at that period. The coast goes on northward without any serious head for five or six miles, until just above the pretty fishing village of Shobuta, the big indentation of Matsushima Archipelago is reached, and here the angry surge in remote ages triumphantly made its way inland and ate out the soft strata, leaving all the fantastic 808 islands. Slowly the waters have nibbled and gnawed until there is a long arm of placid liquid stretching out to Shiogawa, and thence a jagged coast line stretches northward by the village of Matsushima, by the foot of Mount Tomiyama, by Nobiru, on to Ishinomaki. In all this broad bay, the force of the waves was broken by the numerous islands, and navigation was comparatively safe almost as far upward as Ishinomaki. Fishing was secure and profitable. Hamlets nestled in the valleys and retired nooks along the coast. Rice was cultivated in small patches that could be watered by the streams trickling down. All the sharp points and steep hills in the country around were covered with timber. To get this tribute of man and nature to Sendai without encountering the fury of the ocean surges, was the aim of Date. For boats to double the headland north of Shobuta and then face the unchecked wrath of the Pacific on the passage down the coast to Kamo, was to invite destruction, especially during the several unseasonable months. To avoid this danger, and to furnish sure and easy transportation from the wide bay above the Kamo, Date decided to cut a canal of six or seven miles in length from Oshiro near Oshiogawa to Kamo. He also intended to lengthen the canal down to the mouth of the Abukuma river, but this he did not do, and it is not absolutely certain that even the first part was done successfully. There are several arguments that point to the construction of such a work. First there is the general tradition in the locality that he dug this waterway. There is secondly the name. It was first known as *Kirihori*, or "drawing wood canal," the presumption being that he mainly used it to float down timber for his building operations in Sendai. The present colloquial title for it is *Teisambori*. Date's canal, *Teisan* being Date's posthumous appellation. But the strongest evidence is the fact of the clear trace of a canal when the engineers surveyed the route a few years since. But observation would show that the old waterway could hardly have been of much service except when it was flooded by high tide, as it was not deep enough. At any rate its usefulness did not continue, and it was filled with crumbling earth and choked with weeds and grass, and all the plans and labour were in vain so far as helping posterity.

Nothing more seems to have been done until the introduction of the *Meiji* era, when Date's dream became a reality under the policy of internal improvements. Under the genial warmth of this system, the germ of Date's conception was nurtured to a fuller growth, and expanded to wider limits. Instead of confining the benefits to one section, it was believed that by lengthening this liquid passage, and changing the location of the proposed harbour, a large part of northern Japan would find a cheap and convenient outlet for all its products. Date had planned how to hold the wealth in his locality, but the modern aim was how to get it out. The difference of purpose was illustrative of the development from mediæval to modern Japan.

At the head of the broad bay of Sendai empties the Kitakami River, one of the largest in Japan. Its source is 175 miles away, and numerous affluents swell its volume. Steamers can ply on the main stream for nearly a day's sail, while smaller boats go much higher, and are also poled along up many of the tributaries. These arteries bear down rice, wood, and other products from the fertile valley and surrounding hills.

More than thirty miles south of Ishinomaki, the Abukama river discharges into the Pacific. It has a length, counting the tributaries, of 140 miles. It touches three Ken (prefectures), Yamagata, Fukushima and Miyagi, and in its wide-spreading valley silk and rice have always flourished.

The question was to connect these rich and populous basins by a safe and convenient water route and provide a quiet harbour for sending out all these products. A canal was the link to join the two extremities, but the discovery of an outlet was more difficult. Two qualities were needed: shelter from the driving storms of the Pacific, and depth of harbour sufficient for steamers. These requirements limited the choice to some part of the Matsushima Archipelago, where the numerous islands could partly obstruct the fury of the waves. Ishinomaki was rejected because there were no protecting cluster of islands in front to act as a kind of bulwark, and besides, the bar at the mouth of the river Kitakami was found to be unmanageable. About eight miles farther south was the small fishing village of Nobiru at the mouth of the Naruse river. There the waters were quieter, and engineering skill was trusted to handle the silt deposited by the stream. The river about two miles inland made a wide bend, and a channel was cut so that the current could flow straight into the sea and thus keep its own course clear. Then the harbour could be deepened, jetties put in, and also a breakwater if necessary. With these improvements, Nobiru would rise from an insignificant fishing village to a port of call for vessels sailing along the coast.

About the same time work was begun on the canal. The Kitakami was tapped at a point about two miles above Ishinomaki, and the water led across the land to Nobiru, where connection was made with salt water. Locks were also constructed, and thence the canal was extended a little farther and it emerged into the bay of Shiogama not far seaward from the village of Matsushima. Across the sheltered bay small boats could easily glide to the mouth of Date's old canal and down this to Kamo, where there are locks again on both sides of the river Nanakita. The work was continued on down the shore to Yuriage and beyond that to the final goal, the village of Arubama, at the mouth of the Abukawa river. Not counting the stretch across the Shiogama inlet, the whole length is a little over thirty miles from Ishinomaki to Arubama. The average width is about one hundred feet and depth five or six.

The upper part of the enterprise, the part north of Matsushima, was begun twelve years ago and finished in three years, at an expense of 550,000 *yen*, including the expenditure at Nobiru. One-third of the total expense was borne by the Central Government, and the rest by the local units.

Work on the portion south of the Shiogam inlet to Arubama was begun eight years since and finished about two years ago, at a cost of about three hundred thousand *yen*. Date's old canal was utilised, but the excavation throughout was neither so deep nor so wide. Since then boats have passed in safety, no matter how tempestuous outside, from Arubama to Ishinomaki. They are chiefly the ordinary fishing boats, except on the upper part, where small steamers run on their trip between Shiogama and Ishinomaki, when the passage outside is threatening. On the lower portion of the canal steamers are not admitted.

The maintenance of this inland communication is a matter of some four or five thousand *yen* annually, all borne by the government of Miyagi Ken. The transfer from the general to the provincial authorities was made about two years ago, but it was stipulated that no tolls should be imposed or taxes collected. Constant dredging is necessary so as large a part of the way is through the shifting sand of the beach of the geologic past, and landslips are frequent.

The undertaking has never met the expectations of those who designed it, because of the failure to find a good harbour and because of the construction of the railway northward from Tokyo. The bar at Nobiru was found uncontrollable, and the reckless sand insatiably fill'd in as fast as steam coal scrape it from the bottom. Even the traditional pluck and ingenuity of an American engineer (Doran?) could not overcome these natural obstacles, and reluctantly the scheme was abandoned, and the Nippon Yusen Kaisha's big steamers can call at no nearer point along the coast than Ogi-nohama, some thirty or forty miles away. When the iron horse began to come from Tokyo another blow was struck at the work, and the canal was less used even for local needs. Some statistics are available for the traffic on the upper part. In the 21st year of *Meiji*, (1889) 7,879 boats of all kinds passed through the locks. Two years after these figures sank to 6,967, earning in freight over 21,000 *yen*. It is likely that by this time there is still further diminution in the number of boats.

While the original intention of forming a link in the chain of natural trade has not been carried out, still the immediate locality has benefitted. The famous slate quarries at Ishinomaki, and the stone quarry at Oshiro have found a cheap means of moving their output, and large blocks and slabs of these materials are borne serenely down the canal to be worked up into houses, or laid down for foot bridges and drain covers. But the field for their use is limited, as the ocean is so near on one side and the small farming and fishing villages along the other side do not demand much of such material. Thus the same tale seems to be told about canals here as about canals in the west; wherever they come into competition with the locomotive they are forced to content themselves with the bulkier, heavier, cheaper grade of cargo, that is less liable to perish, and less anxious to move fast.—*Japan Mail.*

REPORTS.

The British steamer *Siam*, from Amoy 2nd July, had moderate N.E. wind and fine weather.

The Japanese steamer *Hago Maru*, from Manila 1st July, had gentle to moderate N.E. winds and sea, passing clouds and fine weather.

AMOY SHIPPING.

June—	ARRIVALS.
29,	Hailoong, British str., from Tamsui.
29,	Haitan, British str., from Foochow.
29,	Siam, British str., from Hongkong.
30,	Thales, British str., from Hongkong.
30,	Hangchow, British str., from Swatow.
30,	Fooksang, British str., from Swatow.
30,	Toonan, Chinese str., from Swatow.
30,	Kowshing, British str., from Hongkong.
30,	Pekin, British str., from Hongkong.
July—	
1,	Namoa, British str., from Hongkong.
1,	Formosa, British str., from Tamsui.
June—	DEPARTURES.
28,	Chintung, Chinese str., for Swatow.
28,	Valkyrien, British bark, for Foochow.
29,	Else, German str., for Hongkong.
30,	Hailoong, British str., for Swatow.
30,	Thales, British str., for Taiwanfoo.
30,	Teresa, British str., for Straits.
30,	Hangchow, British str., for Shanghai.
30,	Toonan, Chinese str., for Shanghai.
30,	Haitan, British str., for Swatow.
30,	Fooksang, British str., for Shanghai.
July—	
1,	Namoa, British str., for Foochow.

SHANGHAI SHIPPING.

June—	ARRIVALS.
24,	Polismaya Sveada, Russ. sch., from V'stock.
24,	El Dorado, British str., from Tientsin.
24,	Hsinfung, Chinese str., from Hongkong.
25,	Fung-shun, Chinese str., from Tientsin.
25,	Hae-ting, Chinese str., from Newchwang.
25,	Hainan, German str., from Nagasaki.
25,	Forrest Hall, British ship, from N. York.
25,	Paoting, British str., from Taiwanfoo
26,	Taku, British str., from Newchwang.
26,	Poo-chi, Chinese str., from Tientsin.
26,	Feiching, British str., from Tientsin.
26,	Ningpo, German str., from Hongkong.
26,	Titan, British str., from Liverpool.
26,	Tai-lee, German str., from Moji.
26,	Esang, British str., from Hongkong.
27,	Hae-an, Chinese str., from Tientsin.
27,	Kweiyang, British str., from Swatow.
27,	Pechili, British str., from Tientsin.
27,	Tungchow, British str., from Tientsin.
27,	Swift, British g.-bt., from Foochow.
27,	Yungping, Chinese str., from Tientsin.
27,	Fei Ho, Chinese rev. cr., from a cruise.
27,	Hideyoshi Maru, Jap. str., from K'notzu.
27,	Shanghai, British str., from London.
27,	Monmouthshire, Brit. str., from London.
28,	Hsin-yu, Chinese str., from Tientsin
28,	Taksang, British str., from Swatow.
28,	Pembrokeshire, Brit. str., from Nagasaki.
June—	DEPARTURES.
24,	Empress of India, British str., for H'kong.
25,	Saghalien, French str., for Marseilles.
25,	Choysang, British str., for Swatow.
25,	Diomed, British str., for London.
26,	Humber, British str., for Manila.
26,	El Dorado, British str., for Tientsin.
26,	Wuchang, British str., for Chefoo.
26,	Haifang, Chinese str., for Chefoo.
26,	Kungpai, Chinese str., for Amoy.
26,	Amoy, German str., for Kobe.
27,	Vipere, French g-bt., for Yangtsze Ports.
27,	Hainan, German str., for Nagasaki.
28,	Poo-chi, Chinese str., for Chefoo.
28,	Tungchow, British str., for Tientsin.
28,	Taku, British str., for Chefoo.
28,	Fungshun, Chinese str., for Chefoo.
28,	Paoting, British str., for Chefoo.
28,	Haean, Chinese str., for Tientsin.
28,	Hae-ting, Chinese str., for Chefoo.
28,	Feiching, British str., for Chefoo.
28,	Glenfruin, British str., for Kobe.
28,	Ningchow, British str., for London.

THE WEATHER.

METEOROLOGICAL REGISTER.

3RD JULY, AT 4 P.M.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	29.96	—	—	S	3	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.77	89	63	S	3	c	—
Foochow	—	—	—	—	—	—	—
Amoy	29.93	86	64	SSE	2	b	—
Amping	29.93	85	—	NW	1	c	—
Swatow	29.90	84	—	E	3	c	—
Hongkong	29.97	81	87	SE	1	ort	—
Victoria Peak	—	—	—	SE	1	—	—
Canton	29.89	90	70	S	3	ort	—
Macao	29.83	86	84	ESE	1	c	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.75	87	91	SE	3	—	—
Bolinao	29.83	83	73	N	2	b	—
Manila	29.83	87	70	SSE	1	cm	—
Cape S. James	—	—	—	—	—	—	—

4TH JULY, AT 10 A.M.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.97	81	83	WSW	1	b	—
Amping	—	—	—	—	—	—	—
Swatow	29.95	84	—	SSE	3	b	0.02
Hongkong	29.93	83	81	SE	1	cp	0.05
Victoria Peak	—	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.93	79	93	ESE	1	c	—
Bolinao	29.90	83	95	ESE	2	c	—
Manila	—	—	—	—	—	—	—
Cape S. James	—	—	—	N	4	b	—

Barometer steady. Gradients very slight for S.E., winds. Weather warm, and showery with thunderstorms. (Issued at 10.25 a.m.)

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.87	29.33	29.58
Temperature	81	83	83
Humidity	87	81	86
Direction of wind	S.E.	S.E.	E.
Force	1	1	2
Weather	ort.	cp.	c.
Rain	—	0.05	—

Highest open air temperature on the 3rd 83
Lowest open air temperature on the 3rd 72.75

1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hailing; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).

W. DOBERCK,
Hongkong Observatory, July 4th, 1892.

MESSRS. FALCONER & CO.'S BROKERS, JULY 4TH.

Barometer 9 A.M.	29.93	Therm. 9 A.M. (Wet bulb)	78
Barometer 1 P.M.	29.92	Therm. 1 P.M. (Wet bulb)	80
Barometer 4 P.M.	29.83	Therm. 4 P.M. (Wet bulb)	80
Thermom. 6 A.M.	83	Therm. Maximum (over night)	84
Thermom. 1 P.M.	84	Therm. Minimum (over night)	80
Thermom. 4 P.M.	84		

COMMERCIAL INTELLIGENCE.

MONDAY, 3RD JULY.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/10½
Bank Bills, on demand	2/10½
Bank Bills, at 30 days' sight	2/10½
Bank Bills, at 4 months' sight	2/10½
Credits, at 4 months' sight	2/11½
Documentary Bills, 4 months' sight	2/11½
ON PARIS.—	
Bank Bills, on demand	3.62
Credits, at 4 months' sight	3.70
ON GERMANY.—	
On demand	2.93
ON NEW YORK.—	
Bank Bills, on demand	73½
Credits, 60 days' sight	72
ON BOMBAY.—	
Telegraphic Transfer	220
Bank, on demand	222½
ON CALCUTTA.—	
Telegraphic Transfer	220
Bank, on demand	222½
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	72½
SOVEREIGNS. Bank's Buying Rate	6.80

JOINT STOCK SHARES.

COMPANY.	PAID UP	QUOTATIONS.
Banks—		
Hongkong & S'hai.	$125	92 p.ct. pm.
		$240
China, Japan, &c.	£1.5	$6, sellers
Do., Founders	£1	$32
Nat. Bank of Ch.		
A. Shares	£5.10	nom.
B. Shares	£5.10	35 p. ct. dis. sellers
Foun. Shares	£1	$220, sellers
Brown & Co., H. G.	$50	$24, sellers
Campbell, Moore & Co.	$10	$4, nom.
China Borneo	$55	$7, sellers
China Sugar	$100	$120
Chinese Loan '84 C.	$500	12 p.ct. pm. buyers
Chinese Loan '85 E.	Tls. 250	10 p. ct. pm. buyers
Cruickshank & Co.	$50	$12, buyers
Dairy Farm Co.	$10	$34, buyers
Fenwick & Co., Geo.	$25	$74, buyers
Green Island Cement	$50	$5, buyers
H. Brick & Cement	$21.50	$7½, sellers
H. & C. Bakery	$50	$70, sellers
Hongkong & C. Gas	£10	$116, sellers
Hongkong Electric	$8	$3½
H. H. L. Tramways	$100	$45, sellers
Hongkong Ice	$25	$68, buyers
H. & K. Wharf & G.	$50	$49
H. Steam Laundry	$50	nom.
Hongkong Ropo	$50	$95, buyers
H. & W. Dock	$125	$12 p. ct. pm. = $226.25, buyers
Hotels—		
Austin Arms	$50	$6
Hongkong Hotel	$50	$25, sellers
Do. New Issue	$20	nom.
Shameen	$15	$10, nom.
Insurances—		
Canton	$50	$93, sellers
China Fire	$20	$34, buyers
China Traders'	$60	$60
Hongkong Fire	$50	$272½, sellers
North China	£50	Tls. 295, sellers
Singapore	$20	$7½, buyers
Straits Fire	$20	$15½, sellers
Straits Marine	$20	$14½, buyers
Union	$25	$80, sellers
Yangtsze	$100	$102 buyers
Land & Building—		
H. Land Investm't	$50	$55, sellers
Kowloon Land & B.	$30	$7½ sellers
Peak Building	$13	nom.
Humphreys Estate	$10	$18.6)
West Point Buildg.	$40	$20, sellers
Luzon Sugar	$100	$30
Mining—		
Balmoral Gold	$10	25 cts. buyers
Charbonnages	$131.58	$175
New Imuris	17s. 6d.	$1.50, buyers
Jelobu	$5	$5
Punjom	$10	85 cts.
Raubs	16s. 1d.	50 cts.
Selama	$5	$1, sellers
Do.	$2	10 cts.
Steamship Coys.—		
China & Manila	$50	$27, sellers
Douglas S.S. Co.	$50	$37, buyers
H. Canton, & M.	$20	$30, sellers
Indo-China S. N.	£10	33 p. ct. dis. sellers
Steam Launch	$90	$30, nom.
Wo'hai Waveh'se Co.	$37½	$40
Watson & Co., A. S.	$10	$15

G. & S. COXON,
Share Brokers.

OPIUM.

	Per Picul.	Allowance.
New Malwa	$520	1½ to 4 catties.
Old Malwa	$540	½ to 3½ "
Old Malwa	$550	0 to 2 "
Old Malwa	$560	1 to 2 "
Oldest Malwa	$570	0 to 2 "
Patna (New)	$580	per chest.
Patna (Old)	$597½	"
Benares (New)	$570	"
Benares (Old)	$582½	"

EXPORT CARGO.

Per British steamer *Glenorchy*, sailed on the 2nd July:—For London—65,788 lbs. scented caper, 1,785 lbs. scented orange pekoe, 1,930 lbs. congou, 253 bales waste silk, 150 bales hemp, 31 boxes chinaware, and 14 cases cigars.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

MANILA.

TOBACCO GROWERS AND MERCHANTS, AND MANUFACTURERS OF CIGARS, CIGARETTES, AND CUT TOBACCOS.

ESTABLISHED 1881.

CAPITAL..... £3,000,000.

Awarded in Eight Exhibitions sundry Gold Medals, First Prizes, Diplomas of Honour, and First Order of Merit, Gold Medal at Paris, 1889.

All orders should be addressed to the Sole Agents for Hongkong, Messrs. ARNHOLD, KARBERG & Co.

The Steamers of the Compania Trasatlantica from Barcelona to Manila and vice versa will call at Lisbon every 22 days and will receive Cargo and Passengers there. [580

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPT

TO LET

TO LET.

TUSCULUM, MAGAZINE GAP.
No. 2, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE.
No. 10, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD CENTRAL (now in the occupation of Mr. Au Atack).
"BENFICA," a large Ten-roomed House in ROBINSON ROAD with a splendid Tennis Court.
No. 4, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 5th July, 1892. [53

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th May, 1892. [1038

TO BE LET OR SOLD.

NO. 7, "MOUNTAIN VIEW," PEAK, 5 Good Rooms.
Gas and Water laid on.
If Sold part of the purchase money can remain on Mortgage.

TO BE LET

"EASTLEY," FURNISHED or UNFURNISHED, 5 Rooms, Conservatory, and Tennis Lawn.
CHAMBERS and SUITES of APARTMENTS at "WILD DELL BUILDINGS."
Apply to
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
Hongkong, 4th July, 1892. [796

TO LET,
POSSESSION ON 1ST SEPTEMBER.

THE HOUSE No. 4, QUEEN'S ROAD CENTRAL, now in the occupation of the Hongkong Trading Company, Limited.
Apply to
TANG YUEN CHEONG,
Praya East, No. 103, Wanchai.
Hongkong, 4th July, 1892. [1396

TO BE LET.

FURNISHED, "ROSE VILLAS WEST," BONHAM and ROBINSON ROADS.
"BREEZY POINT," ROBINSON ROAD.
ROOMS on SECOND FLOOR of TELEGRAPH HOUSE.
ROOMS on PEDDER'S STREET, opposite to Hongkong Hotel.
No. 1, End House, "MOUNTAIN VIEW," THE PEAK.
"KOWLOON POINT," in suites or single rooms; three minutes' walk from Steam Ferry every quarter of an hour.
LAND for COAL STORAGE at WEST POINT, deep water frontage, and at KOWLOON.
GODOWNS, WEST.
GODOWNS at KOWLOON POINT.
GODOWNS at EAST POINT.
Apply to
SHARP & Co.,
Telegraph House.
Hongkong, 27th June, 1892. [38

TO LET.

NO. 3, MAGDALEN TERRACE, MAGAZINE GAP. Very Cheap Rent.
No. 4, BLUE BUILDINGS.
FIRST FLOOR No. 1, BLUE BUILDINGS.
OFFICES SECOND FLOOR, PRAYA CENTRAL (lately occupied by Messrs. Dunn, Melbye & Co.).
GODOWN (under Messrs. Douglas Lapraik & Co.'s Offices).
GODOWN, No. 1A, BLUE BUILDINGS.
SEMI-DETACHED HOUSES, at MAGAZINE GAP.
No. 2 and 2A, STAUNTON STREET (Corner of the Old Bailey).
No. 10, OLD BAILEY.
No. 8, WYNDHAM STREET (newly Built House at Lower End of GLENEALY).
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1892. [1299

TO LET.

THE FAMILY RESIDENCE "CRAIGIELLACHIE," with Stabling.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st February, 1892. [296

TO LET.

GODOWNS at WANCHAI.
Apply to
LINSTEAD & DAVIS.
Hongkong, 4th June, 1892. [1240

TO BE LET,
FROM 1ST JUNE NEXT.

SECOND FLOOR, DUDDELL STREET No. 3.
Apply to
EDUARD SCHELLHASS & CO.
Hongkong, 3rd May, 1892. [1019

TO LET.

NO. 27, MOSQUE STREET. Gas and Water laid on.
Apply
No. 4A UPPER MOSQUE TERRACE.
Hongkong, 3rd May, 1892. [1024

TO LET.

NO. 3, LOWER MOSQUE TERRACE.
Apply to
CHAN YAU,
Nos. 1 & 2, Lower Mosque Terrace.
Hongkong, 2nd May, 1892. [1012

TO LET,
FROM 1ST JULY.

NO. 5 UPPER MOSQUE TERRACE. Corner house. Splendid view of Harbour, and in a cool and airy situation.
Apply to
ALFRED J. MAY,
Victoria College, or as above.
Hongkong, 6th June, 1892. [1247

TO LET.

HOUSES at the PEAK and at BELILIOS TERRACE.
ROOM in BEACONSFIELD ARCADE, QUEEN'S ROAD.
HOUSE No. 31, POKFULUM ROAD, "WEST VILLA."
GODOWNS in DUDDELL STREET.
HOUSE No. 1, DUDDELL STREET.
ROOMS on Top Floor of No. 10, ICE-HOUSE STREET (above the "City Club").
BUNGALOW, "DERMAR," YAUMATEI.
GODOWNS or OFFICES, First Floor at back of "MARINE HOUSE."
Apply to
BELILIOS & Co.
Hongkong, 1st July, 1892. [1441

TO LET.

DESIRABLE OFFICE on FIRST or SECOND FLOOR, and GODOWNS No. 13, PRAYA CENTRAL.
Apply to
STOLTERFOHT & HIRST.
Hongkong, 22nd May, 1891. [40

TO LET.
WITH IMMEDIATE POSSESSION.

THE TOP FLOOR of GIBB, LIVINGSTON & Co.'s HONG, consisting of Five Spacious Rooms and Three Bath Rooms, suitable either as Offices or Dwelling Apartment.
Apply to
GIBB, LIVINGSTON & Co.
Hongkong, 30th April, 1892. [997

TO LET.

HOUSE No. 12, healthily situated, on CAINE ROAD with Sea View. Garden in front.
WEST END TERRACE, 4-Roomed House. Rent moderate.
Apply to
SPANISH PROCURATION.
Hongkong, 18th June, 1892. [1291

TO LET.

A SIX-ROOMED HOUSE, on ROBINSON ROAD.
Apply to
X. Y.,
Daily Press Office.
Hongkong, 5th April, 1892. [821

TO BE LET.

TO LET.

NO. 4, MORRISON HILL.
No. 3, WEST TERRACE.
No. 1, QUEEN'S GARDENS, from 1st AUGUST next.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 16th June, 1892. [1093

TO LET.

HOUSES Nos. 35, 37, and 39, WYNDHAM STREET.
Apply to
J. A. DE CARVALHO.
Hongkong, 13th May 1892. [1088

PRIVATE BOARD AND RESIDENCE,
"GLENEALY BUILDINGS"
(Nos. 12 AND 14, WYNDHAM STREET).

MRS. GILLANDERS has Vacancies for RESIDENT BOARDERS and VISITORS, also Accommodation for Table Boarders.
Hongkong, 5th July, 1892. [1357

BOARD AND RESIDENCE.

COMFORTABLE BOARD and RESIDENCE, 1, QUEEN'S ROAD EAST. Terms $50 per Month.
Mrs. STAINFIELD.
Hongkong, 2nd November, 1891. [1015

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892. [75

FOR SALE

FOR SALE

HOCKS
FROM
LEON VON BECKERATH, RUDESHEIM.

LAUBENHEIMER	$ 4.50	1	doz. qts.
GRAACHER	$ 6.00	"	"
BRANNEBERGER	$ 7.00	"	"
ZELTINGER AUSLESE	$ 8.00	"	"
"	$ 9.00	2	pts.
SCHARLACHBERGER	$ 8.00	1	qts.
"	$ 9.00	2	pts.
NIERSTEINER BERG	$ 9.00	1	qts.
RUDESHEIMER	$10.00	1	"
" ORLEANS	$12.00	1	"
LIEBFRAUMILCH	$15.00	1	"

Apply to
EDUARD SCHELLHASS & CO.,
Agents.
Hongkong, 31st October, 1891. [922

FOR SALE.

A SMALL INVOICE OF THE WELL-KNOWN G. H. MUMM & CO.'S CHAMPAGNE.
In Cases of 1 doz. quarts at $26 per Case.
In Cases of 2 doz. pints at $27 per Case.
SHEWAN & CO.,
Agents.
Hongkong, 17th May, 1892. [1107

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1889 WHITE SEAL
$26 ..... per case of 1 dozen quarts.
$27 ..... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s CLARET, CHATEAU LAROSE.
$14 ..... per case of 1 dozen quarts.
$15 ..... per case of 2 dozen pints.
PONTET CANET.
$1[illegible] ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$8 ..... per case of 1 dozen quarts.
$9 ..... per case of 2 dozen pints.
LORMONT.
$5.50 ..... per case of 1 dozen quarts.
$6.50 ..... per case of 2 dozen pints.
JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.
$9 ..... per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st March, 1892. [97

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE	RED SEAL (medium dry).	
Do. "sec"	RED FOIL	(dry).
Do.	GOLD FOIL	(dry).
DRY Do.	do.	(extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS.
For Hongkong, China, and Japan
Hongkong, 1st July, 1885. [1161

FOR SALE.

BEST STEAM COAL.

THE Undersigned beg to inform the Public that they have been appointed AGENTS in HONGKONG for the SAI PANG and SAI MEI COAL MINING COMPANY, of KOBE, and are now prepared to supply COALS of the said Mines at the most reduced and moderate prices.
Samples of these Coals were duly tested by Mr. ANDREW JOHNSTON, Engineer Surveyor, and found, as per Certificate, to be clean and good burning Coal.
An inspection is respectfully invited.
TOONG TAI CHEONG & CO.,
Colliers' Agency,
21, Central Praya.
Hongkong, 4th November, 1891. [1032

FOR SALE.

1 HORIZONTAL SUGAR CANE MILL, the Rollers are 30" in dia. by 72" long, with one 40 H.P. N. Engine, Gearing and Boiler, Capable of Crushing 300 tons of Cane per day. 1 Horizontal Sugar-Cane MILL, the Rollers are 26" in dia. by 54" long, with one 25 H.P. N. Engine, Gearing and Boiler Capable of Crushing 150 tons of Cane per day 4—42" Centrifugal Sugar Curing MACHINES with 2 Double Driving Engines. 1 JIB CRANE to lift 3 tons, suitable for a Wharf or Lighter. 1—6 H.P. N. Portable BOILER and ENGINE with enlarged fire back for burning Wood or Coal. Horizontal and Vertical DRIVING ENGINES, and BOILERS various sizes up to 30 H.P. N. 1 Launch's ENGINE suitable for a boat about 110ft. long. 1 PLANING MACHINE to plane 13' by 4' by 2½'. 1—17" Centre Screw Cutting Loose Bed LATHE. 1 PUNCHING and SHEARING MACHINE. 1 Plate Beading MACHINE. EMERY TOOL GRINDERS.
A FIVE BARRELLED NORDENFELT MACHINE GUN, .450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breech are handsomely Nickel-plated.
16" Centre Screw Cutting Brake LATHE, Screw Cutting LATHES of various sizes, Slotting MACHINES, SHAPING MACHINES, Radial Drilling MACHINES, Drilling MACHINES, Screw Cutting MACHINES, TAPS and DIES various sizes, Horizontal and Diagonal STEAM WINCHES, Patent STEAM WINDLASSES, Patent Steam and Hand Power Steering GEAR, Steam PUMPS, Steam Donkey PUMPS, Centrifugal PUMPS, Force PUMPS, Weston's Patent BLOCKS and CHAINS, Punching BEARS, Single and Double Purchase Crab WINCHES, HYDRAULIC JACKS, Overhead TRAVELLERS, Hand-Power DRIVING WHEELS, Shafting and Pulleys. 1 Hand Power RICE SHELLING MACHINE. Hand Power Steel FLOUR MILLS and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. Just arrived from Scott and Brotherson:—1—3 cwt. Steam HAMMER, Cylinder 6¾" in dia. by 16" stroke. 1 PUNCHING and SHEARING MACHINE, to Punch and Shear ¾" plates, and one 6" and one 7" Centre Screw Cutting LATHES.
For any further particulars apply to the Machinery Godown, No. 3 Cross Lane, Wanchai, near No. 2 Police Station.
Hongkong, 9th November, 1891. [1390

1892 MAIL TABLES 1892

MAIL TABLES NOW READY. Paper, 10 cents, Cardboard, 20 cents, Cash.
Daily Press Office or Booksellers.
Hongkong, 2nd February, 1892. [312

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA SUEZ CANAL.	Rohilla	Brit. str.	Jephson	P. & O. S. N. Co.	On 7th inst., at Noon.
LONDON, VIA SUEZ CANAL	Formosa	Brit. str.	Nantes	P. & O. S. N. Co.	On or about 6th inst.
LONDON, VIA SUEZ CANAL	Titan	Brit. str.	Brown	Butterfield & Swire	On 12th inst.
LONDON VIA PORTS OF CALL	Ningchow	Brit. str.	Allen	Arnhold, Karberg & Co.	On or about 5th inst.
LONDON AND HAMBURG	J. D. Bischoff	Ger. sh.	Meyer	Melchers & Co.	Quick despatch.
MARSEILLES VIA SAIGON, &c.	Caledonien	Fren. str.	Chevalier	Messageries Maritimes	On 13th inst., at Noon.
HAVRE & HAMBURG VIA S'PORE.	Niobe	Ger. str.	Pfaff	Siemssen & Co.	On 7th inst., at 4 P.M.
HAMBURG DIRECT	Columbus	Ger. sh.	Stöver	Melchers & Co.	Quick despatch.
VANCOUVER, VIA S'HAI, &c.	Empress of India	Brit. str.	Marshall, R.N.R.	Canadian Pacific R. Co.	On 9th inst., at Noon.
VICTORIA, B.C., &c., VIA Y'HAMA.	Devawongse	Brit. str.	Anderson	Dodwell, Carlill & Co.	On 9th inst., at Noon.
SAN FRANCISCO VIA Y'HAMA.	City of Rio	Amer. str.		P. M. S. S. Co.	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA Y'HAMA, &c.	Oceanic	Brit. str.		O. & O. S. S. Co.	On 7th inst.
NEW YORK VIA SUEZ CANAL.	Flintshire	Brit. str.	Dwyer	Dodwell, Carlill & Co.	On or about 7th inst.
NEW YORK VIA SUEZ CANAL	Teucer	Brit. str.	Riley	Butterfield & Swire	On 17th inst.
NEW YORK	McLaurin	Amer. sh.	Oakes	Siemssen & Co.	Quick despatch.
NEW YORK	Lennox	Brit. bk	Harris	Carlowitz & Co.	Quick despatch.
NEW YORK	P. N. Blanchard	Amer. sh.	Blanchard	Siemssen & Co.	Quick despatch.
NEW YORK	Sterling	Amer. sh.	Goodwin	Reuter, Brockelmann & Co.	Quick despatch.
BOMBAY VIA SINGAPORE, &c.	Bormida	Ital. str.	Susini	Carlowitz & Co.	On 15th inst., at Noon.
STRAITS & CALCUTTA	Kutsang	Brit. str.	Jackson	Jardine, Matheson & Co.	To-day, at Noon.
YOKOHAMA, &c., VIA INLAND SEA.	Cardiganshire	Brit. str.	Parsons	Dodwell, Carlill & Co.	On or about 8th inst.
YOKOHAMA, VIA N'SAKI & KOBE	Ancona	Brit. str.	Mudie	P. & O. S. N. Co.	On 9th inst., daylight.
KOBE VIA AMOY	Higo Maru	Jap. str.	Jones	Geo. R. Stevens	To-morrow, daylight.
SHANGHAI	Mathilde	Ger. str.	Moos	Siemssen & Co.	To-morrow, at 4 P.M.
SWATOW & BANGKOK	Mongkut	Brit. str.	Deans	Yuen Fat Hong	On 8th inst., at 10 A.M.
SWATOW, AMOY, & FOOCHOW	Haitan	Brit. str.	Goddard	Douglas Lapraik & Co.	To-day, at Noon.
MANILA VIA AMOY	Don Juan	Span. str.	Beltran	Brandao & Co.	To-morrow, at 4 P.M.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain W. H. Jackson, will be despatched as above TO-DAY, the 5th July, at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th June, 1892. [1413

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports, TO-DAY, the 5th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 4th July, 1892. [1455

NIPPON YUSEN KAISHA.

FOR KOBE.
(Calling at AMOY).

THE Company's Steamship

"HIGO MARU,"

Captain James Jones, will be despatched for the above Ports TO-MORROW, the 6th July, at DAYLIGHT.
For Freight or Passage, apply to
GEO. R. STEVENS,
Agent.
Hongkong, 5th July, 1892. [1384

FOR MANILA VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain R. Beltran, will be despatched as above TO-MORROW, the 6th inst., at 4 P.M.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 4th July, 1892. [1456

STEAM TO LONDON DIRECT VIA SUEZ CANAL.

THE P. & O. S. N. Co.'s steamship

"FORMOSA,"

Captain W. J. Nantes, will leave for the above Place about TO-MORROW, the 5th July, 1892.
H. H. JOSEPH,
Superintendent.
Hongkong, 28th June, 1892. [1414

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
OCEANIC (*via* Honolulu)...THURSDAY ...July. 7
GAELIC ...SATURDAY ...July 30
BELGIC...TUESDAY...Aug. 30

THE Steamship "OCEANIC" will be dispatched for SAN FRANCISCO, *via* YOKOHAMA and HONOLULU, on THURSDAY, JULY 7th, Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. ... $225.00
To Liverpool and London ... $325.00
To Paris and Bremen ... $345.00
To Havre and Hamburg ... $335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.30	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months ... $337.50
12 " ... $393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 30th June, 1892. [4

FOR HAMBURG DIRECT.

THE 3/3 L. I. I. German Ship

"COLUMBUS,"

Captain Stöver, will load here for the above Port, and will have quick despatch.
For Freight apply to
MELCHERS & CO.
Hongkong, 31st May, 1892. [1209

VESSELS ON THE BERTH

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"NIOBE,"

Captain E. J. Pfaff, will be despatched for the above ports on THURSDAY, the 7th July, at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 29th June, 1892. [1424

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"FLINTSHIRE,"

Dwyer, Commander, will be despatched for the above port on or about THURSDAY, the 7th July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th June, 1892. [923

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.
(SUBJECT TO ALTERATION).

DEVAWONGSE	Saturday	July 9th.
PEIRA NANG	Saturday	July 30th.
PARTHIA	Saturday	Aug. 20th.
A STEAMER	Saturday	Sept. 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"DEVAWONGSE,"

Captain Anderson, sailing at NOON, on SATURDAY, the 9th JULY, will proceed to VICTORIA, B.C., and TACOMA VIA NAGASAKI, INLAND SEA, KOBE, and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd July, 1892. [1087

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO...TUESDAY. July 19
CHINA (*via* Honolulu)..... SATURDAY, Aug. 20
PERU ...THURSDAY, Sept. 8

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO VIA YOKOHAMA, on TUESDAY, the 19th JULY, 1892, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. ... $225.00
To Liverpool and London ... $325.00
To Paris and Bremen ... $345.00
To Havre and Hamburg ... $335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio	304.20	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.30	311.75
Montreal, Canada	319.75	312.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months ... $337.50
12 " ... $393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 30th June, 1892. [3

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.

THE Company's Steamship

"NINGCHOW,"

H. L. Allen, Commander, will be despatched as above on or about the 5th July.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 30th June, 1892. [1434

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
(VIA INLAND SEA).

THE Steamship

"CARDIGANSHIRE"

Captain Parsons, will be despatched as above on or about FRIDAY, the 8th inst.
For Freight or Passage apply to
DODWELL, CARLILL & CO.,
Agents.
Hongkong, 1st July, 1892. [1446

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROHILLA," Captain J. F. Jephson, with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY and SUEZ CANAL, on THURSDAY, 7th JULY, at NOON.
Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.
For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.
H. H. JOSEPH,
Superintendent.
Hongkong, 28th June, 1892. [1

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.
(SUBJECT TO ALTERATION.)

EMPRESS OF INDIA	Saturday	9th July.
EMPRESS OF JAPAN	Saturday	30th July.
EMPRESS OF CHINA	Saturday	20th Aug.

THE R. M. S.

"EMPRESS OF INDIA,"

Lieut. O. P. Marshall, R.N.R., Commander, sailing at NOON, on SATURDAY, the 9th JULY, with Her Majesty's Mails, will proceed to VANCOUVER, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG. FIRST CLASS.

TO	One Way Fares	Prepaid Return 6 Mos.	Prepaid Return 12 Mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash			
Portland, Ore., San Francisco			
Banff, Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	287	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	297	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D.C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places quoted on application.
The Steamers call at Victoria to load and embark Passengers.
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.
Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Points.
CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, C. P. R., Vancouver, B.C.
PARCELS must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage and Freight, apply to
E. HOLLOWAY,
General Agent.
Hongkong, 20th June, 1892. [8

VESSELS ON THE BERTH

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above Places on SATURDAY, the 9th July, at DAYLIGHT.
H. H. JOSEPH,
Superintendent.
Hongkong, 28th June, 1892. [1

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
THE Company's Steamship

"BORMIDA,"

F. Susini, Master, will be despatched as above on TUESDAY, the 12th inst., at NOON.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
Hongkong, 5th July, 1892. [6

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TITAN,"

Captain Brown, will be despatched as above on TUESDAY, the 12th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1892. [1336

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CNAL.

THE Company's Steamship

"TEUCER,"

Captain Riley, will be despatched as above on SUNDAY, the 17th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1892. [1310

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEA